Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START OF ROLL

ROLL

256

AGENCY NAME: ODOT

SERIES TITLE: Construction Contracts

FIRST RECORD ON REEL: 9936 (1985)

REDUCTION RATIO: 21x

1985 Tualatin Valley Hwy. @ SW 9936
110th Ave. Sec. Tualatin Valley Hwy.
(Traffic signal installation)

C+A 7840 11-8-83

9936

June 6, 1986

CON 5 - #9936

Northwest Bonding Company
Attn: Dennis V. Gilbert
P.O. Box 1448
Beaverton, OR 97075

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 9936 awarded to Ajax Electric Company for work on the Tualatin Valley Highway at S.W. 110th Avenue in Washington County.

Final payment on this contract is $5,676.10 and the total contract amount is $37,848.30 including $11,738.00 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Ajax Electric Company
5940 N.E. 45th
Portland, OR 97218

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9936

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 9, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9936 ,	On Site Work Substantially Completed	May 28, 1985
All Work Completed	July 24, 1985		
Project	Tualatin Valley Hwy. @ SW 110th Ave.		
Highway	Tualatin Valley		
County	Washington		
Type of Work	Traffic Signals		
Contractor	Ajax Electric Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety Letter sent.

noted RWGramsen

RECEIVED
JAN 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9936

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 10, 1985

In Reply Refer to File No.: CON 5

AGENDA
OCT 22 1985
IA-8

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin Valley Highway @ SW 110th Ave. Section
Tualatin Valley Highway, Washington County
Contract No. 9936

This State financed traffic signal installation project has recently been completed and it is now apparent that the final cost will exceed the project authorization by $11,500 or 38 percent.

The overrun is caused by the addition to this project of work which had been previously deleted from an adjacent project.

Contract 9936 is the second of two projects in this immediate area, both of which are funded by State Farm Insurance Company. The first was not a State Highway Division project, but was handled by Washington County. The earlier project was shortened because of a conflict with some existing signal poles and some curb and sidewalks. Adjustment of those items was deleted from the earlier project with the understanding that it would have to be added to this project. The final cost of this additional work is $11,811.29. The entire amount of this contract is to be paid by State Farm Insurance Companies.

There are sufficient funds available in the category of work. No federal participation is involved in this project.

I recommend that the authorization be increased by $11,500 to a new total of $41,779.53. This matter will be on the consent calendar for the October 22 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
E. L. Hardt
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin Valley Highway @ SW 110th Ave. Section
Tualatin Valley Highway, Washington County
Contract No. 9936

This State financed traffic signal installation project has recently been completed and it is now apparent that the final cost will exceed the project authorization by $11,500 or 38 percent.

The overrun is caused by the addition to this project of work which had been previously deleted from an adjacent project.

Contract 9936 is the second of two projects in this immediate area, both of which are funded by State Farm Insurance Company. The first was not a State Highway Division project, but was handled by Washington County. The earlier project was shortened because of a conflict with some existing signal poles and some curb and sidewalks. Adjustment of those items was deleted from the earlier project with the understanding that it would have to be added to this project. The final cost of this additional work is $11,811.29. The entire amount of this contract is to be paid by State Farm Insurance Companies.

There are sufficient funds available in the category of work. No federal participation is involved in this project.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $11,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Bob Shotwell
B. M. Walton
D. L. Trout

81-125.1387

9936

I

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1985

In Reply Refer to
File No.:

NOTED
W. E. SCHWARTZ

Ajax Electric Co., Inc.
5940 NE 45th Street
Portland, OR 97218

Re: Time Extension Request
Tualatin Valley Highway @ SW 110th Ave.
Contract No. 9936

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 29 calendar days is granted due to the performance of extra work and due to delay in pavement repair work done by State Forces.

The adjusted contract time for completion of this contract is 149 calendar days. This will eliminate all liquidated damages under this contract.

/s/ C. O. Fredrickson

for W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:lmf

bc: C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.
Bruce Walton

TE/181

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 20, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: TUALATIN VALLEY HWY. @ SW 110th AVE.
CONTRACT 9936

CE___ CAE .... RECEIVED LS____TC_____
COE___ OM.... SA_____CC_____
OE _____ JUN 21 1985 FE _____ CP_____
CA_____ FQC_____
CAM _____ CONSTRUCTION GCS_____
EEO_____ SECTION FILE_____

Attached is a time extension request from the contractor and Bob Shotwell's analysis and recommendation.

The contract was awarded on December 17, 1984, the day count started on December 31, 1984, and the 120 calendar day count ended on April 29, 1985. The project was completed on May 28, 1985, for a 29 day overrun.

The contractor submitted his request on about April 25, 1985, before the contract work was done and before the contract time ran out, and asked for an extension to May 24, 1985. When it appeared that the actual completion would go past May 24, I asked Bob to hold off on the request until the work was done and then submit the request with his specific recommendations. Bob has listed four items that delayed the contract work and the total in his analysis is 30 days.

This project is part of a larger project funded by a private agency, State Farm Insurance. The first part of the project was handled by Washington County, and provided for improvement of SW 110th Avenue, up to the Tualatin Valley Highway, on the north side. Our contract was designed and awarded with the assumption that SW 110th Avenue was built and improved up to the edge of the shoulder on the north side of the TV Highway. Due to the difficulty of doing this work, traffic disruptions, existing signal poles, etc., the roadwork and paving was held back a short distance from the TV Highway. This work had to be done as extra work under our contract, and was necessary to provide for the traffic lane and loop installation. The pavement on the TV Highway also had to be upgraded in order to install signal loops correctly, and this work (grinding and repaving) was done with State forces.

There were delays in scheduling the state work on the TV Highway, and these delays plus the extra work on SW 110th Avenue and the delays associated with that work did have an effect on the contractor's work schedule. Bob's analysis is reasonable, and my recommendation is to grant a 29 day extension and eliminate all liquidated damages.

7-5-85
W. E. Schwartz—
I concur with Region and recommend a 29 calendar day time extension

MC/gw
Attachment
cc Bob Shotwell

S-1387

9936

FORM 91-734-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
5 CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin Valley Highway - S.W. 110th. Ave.		WEEK ENDING: June 1, 1985
		SECTION PREFIX: 334-8203
HIGHWAY: Tualatin Valley		COUNTY: Washington
NAME OF JOB: Tualatin Valley Hwy. - S.W.110th. Ave.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Ajax Electric Company	CONTRACT NUMBER: 9936	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 17, 1984	DATE WORK STARTED: March 14, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	SPECIFIED WORK-DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 149
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 124
PROJECT AUTHORIZATION: $ 30,279.53		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 27,635/03	ENGINEERING AUTHORIZATION $ 2,644.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 27,635.03	ENGINEERING COST TO DATE $ 2,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 83 %	DATE PROJECT WAS COMPLETED: May 28, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26		1		
MONDAY 27	showers	1		
TUESDAY 28	showers	1		
WEDNESDAY	COMPLETE Project on May 28, 1985	-		
THURSDAY				
FRIDAY				
SATURDAY				

CE.... CAE.... CBE.... CM....
OE ....
CA....
CAM ....
EEO....

RECEIVED
JUN 06 1985
CONSTRUCTION SECTION

OM MRE OE PPM CE
TOS RECEIVED ME
FAS JUN - 4 1985 PDM
LS.....TC.....
CSA Metro Region TAM
SA.....CC.....
RAS RA EM BUD LM
TE.....CP.....
POC.....
QCS.....
FILE.....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 26	No Activity.
27 MONDAY	No Activity - Holiday.
28 TUESDAY	Install push button and sign on pole No.3 north side. Connected and turned on all loops. (Greg McCloud made check out of installation). Project Complete. Last Report.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project is complete.

SIGNED Joseph D. Simpson LOCATION 4755 SW Watson Ave.
Beaverton, Oregon.
Joseph D. Simpson, Ass't. Project Manager 97005

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*7216

9936

November 19, 1984

PRO

R.T. Elliott
State Farm Insurance
One State Farm Plaza
Bloomington, IL 61701

Subject: Roadway and Traffic Signal Improvement
Tualatin Valley Hwy. @ S.W. 110th Avenue
Portland, Oregon

Dear Mr. Elliott:

On November 15, 1984 we received a satisfactory bid from Ajax Electric Company, 5940 N.E. 45th, Portland, Oregon 97218, for roadway work and traffic signal installation at Tualatin Valley Highway at S.W. 110th Avenue.

The cooperative improvement agreement No. 7840 requires State Farm Insurance Company to deposit funds for the construction costs at this time. The company's cost is computed as follows:

Contractor's Bid	$25,445.00
Anticipated Additional Items:	
Permanent Pavement Striping	1,000.00
SUBTOTAL	$26,445.00
Contingencies (4-1/2%)	1,190.00
Engineering (10%)	2,644.50
TOTAL CONSTRUCTION COST	$30,279.80
ADVANCE DEPOSIT (Rounded)	$30,280.00

Please submit your $30,280, which should arrive not later than December 7, 1984, using one of the two options for payment described in the attachment.

Very Truly Yours,

Received check 12-17-84 RLD

Gary A. Potter, Manager
Program Section

RLD:me
Attachment
bcc: w/AD #84-136
Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-136 when deposit is received.

TKA 7.6

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 15, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened Nov. 15, 1984 on the following projects:

1. Park Place - Clackamas Community College
   Cascade Highway South, Clackamas County
   Grading & Paving
   Multi-lane with median. Eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. McKay Creek & Ochoco Creek Bridges
   Madras - Prineville Highway, Crook County
   Grading, Paving & Structures
   Twevle-foot traffic lanes with eight-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

3. Elkhead Road Intchg. - Rice Hill Intchg.
   Pacific Highway, Douglas County
   Paving
   Interstate Highway reconstruction.
   Ten foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1

4. Suttle Lake - Sisters
   Santiam Highway, Jefferson & Deschutes Counties
   Grading & Paving
   Twelve-foot lanes with climbing and/or left turn median. Four to six-foot shoulders will be striped & signed as a bike lane.

81-125.1307

5. I.O.N. Highway Bridges
   I.O.N. Highway, Malheur County
   Structures
   Twevle-foot lanes. Shoulders vary from two to six feet and may be used by bicycle/pedestrian traffic.
   Same as No. 1.

6. Five Mile Creek Bridge
   Pendleton - John Day Highway, Umatilla County
   Structure
   Twevle-foot lanes. Four-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

7. Helvetia Road Interchange
   Sunset Highway, Washington County
   Grading, Paving & Structure
   Interchange Construction. Six to ten-foot shoulders and a six-foot sidewalk on structure available for bicycle & pedestrian traffic.

8. South Tigard Interchange - Willamette River Bridge
   Pacific Highway, Washington & Clackamas Counties
   Paving
   Interstate freeway upgrading. Ten-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

9. Tualatin Valley Highway @ SW 110th Ave.
   Tualatin Valley Highway, Washington County
   Traffic Signals
   Pedestrian signals and sidewalk ramps will be installed.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9936

State Farm Insurance Companies

One State Farm Plaza
Bloomington, Illinois 61701

Building Design and
Construction Division

August ~~16~~ 21, 1984

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG 22 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Mr. Wayne Schulte
Oregon Dept. of Transportation
Highway Division
Metro Region
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Mr. Schulte:

Enclosed is a current signalization plan for the intersection at S.W. Canyon and S.W. 110th. The plan has been marked approved.

Please understand that we remain concerned with the estimate increases since our first committments at this intersection. The estimates have almost doubled. Any help in keeping down the costs for this improvement would be very much appreciated.

Respectfully,

R.T. Elliott, AIA

10-10-84
Signed Plans
to traffic Sec.
E

RTE/pl

cc: Jerry Herman

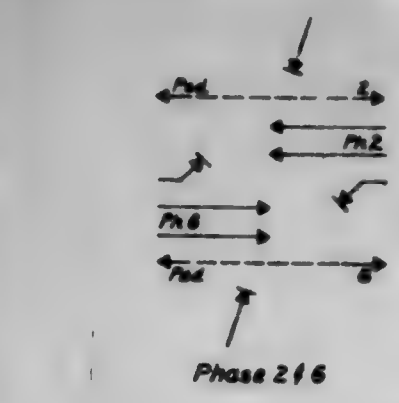
Enc.

From Metro Schulte Date 8/21/84
To Zahner
(Proj. Mgmt) Traffic Region I Accounting
Comment: The long-awaited info from State Farm.
Pls. proceed with necessary steps to get project to contract as soon as possible.

State Farm Mutual Automobile Insurance Company State Farm I
HOME OFFICES. BLOOMI

9936

5-14-84

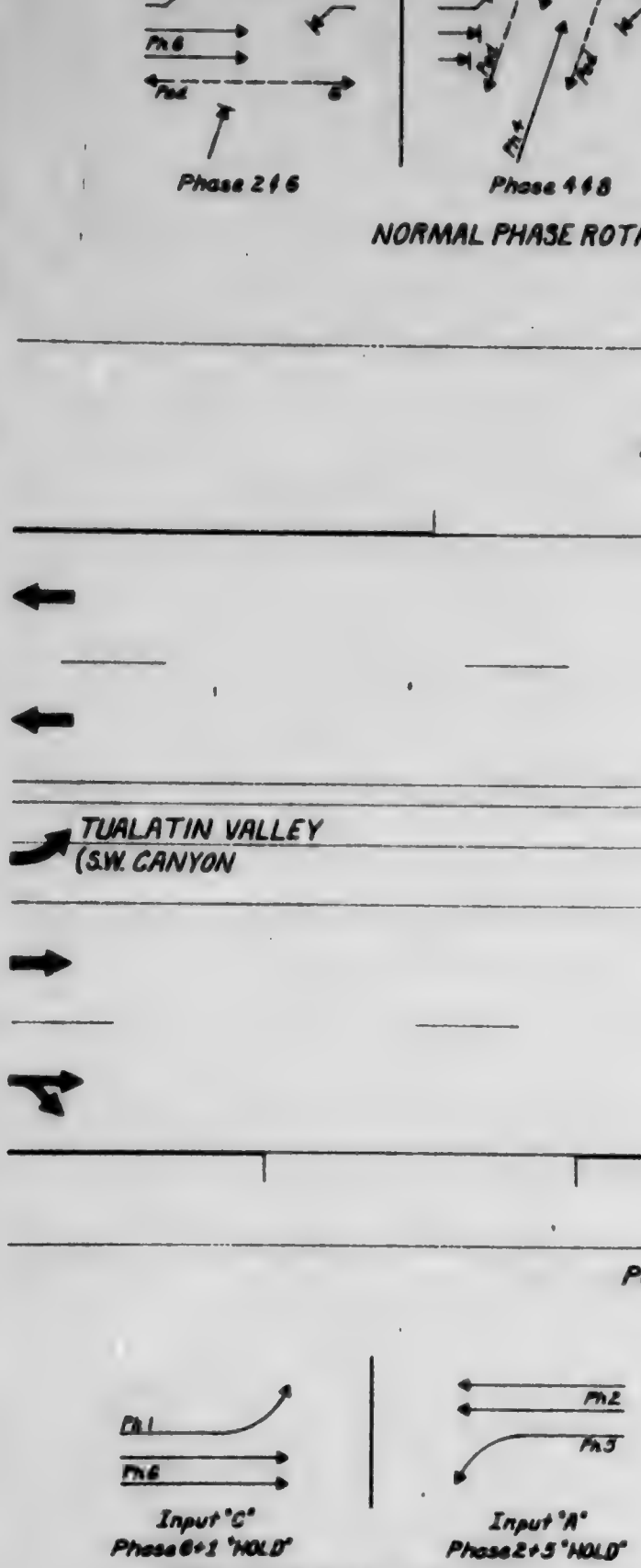


Phase 2+6

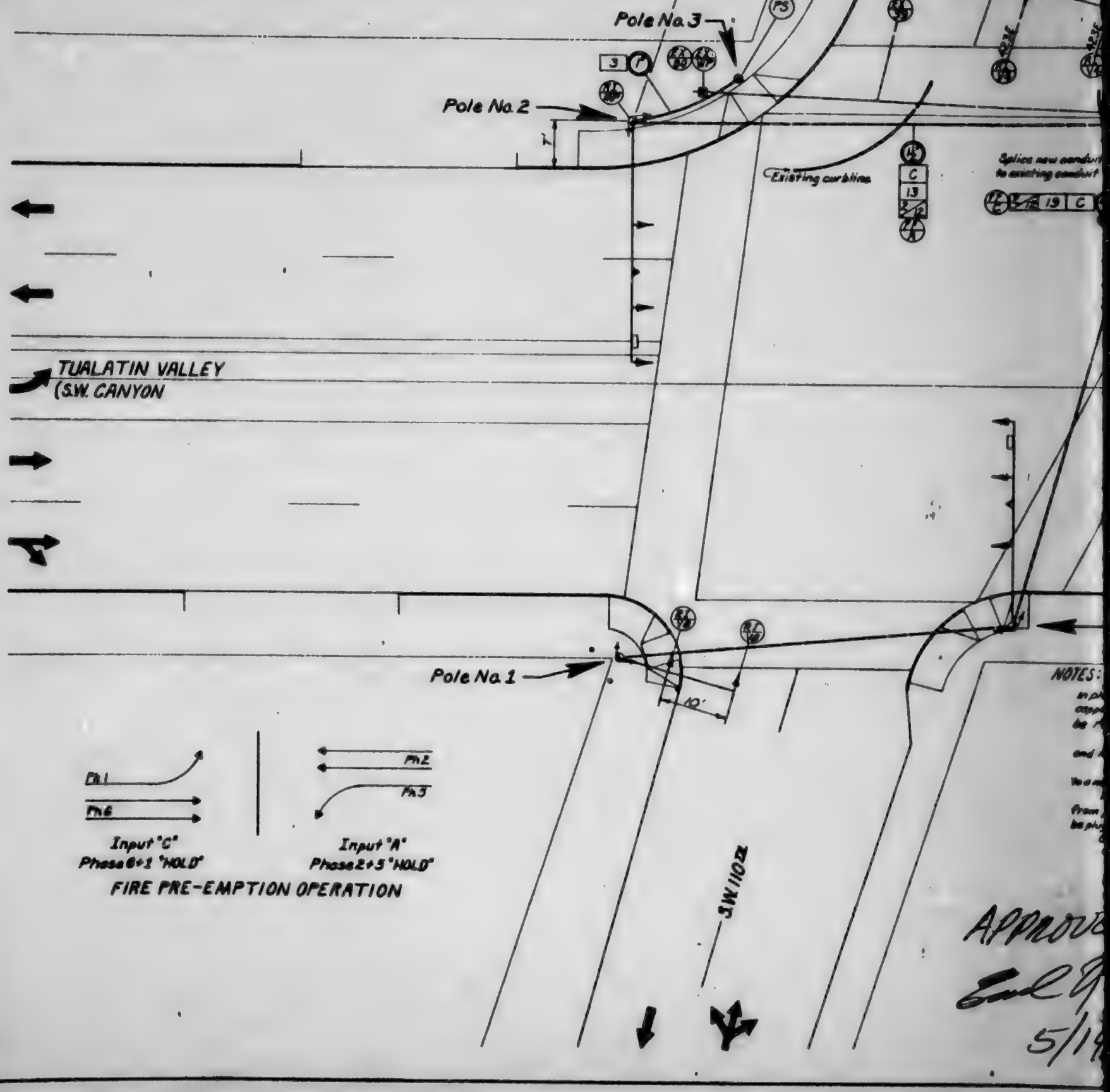
Phase 4+8

Phase 1+3

NORMAL PHASE ROTATION

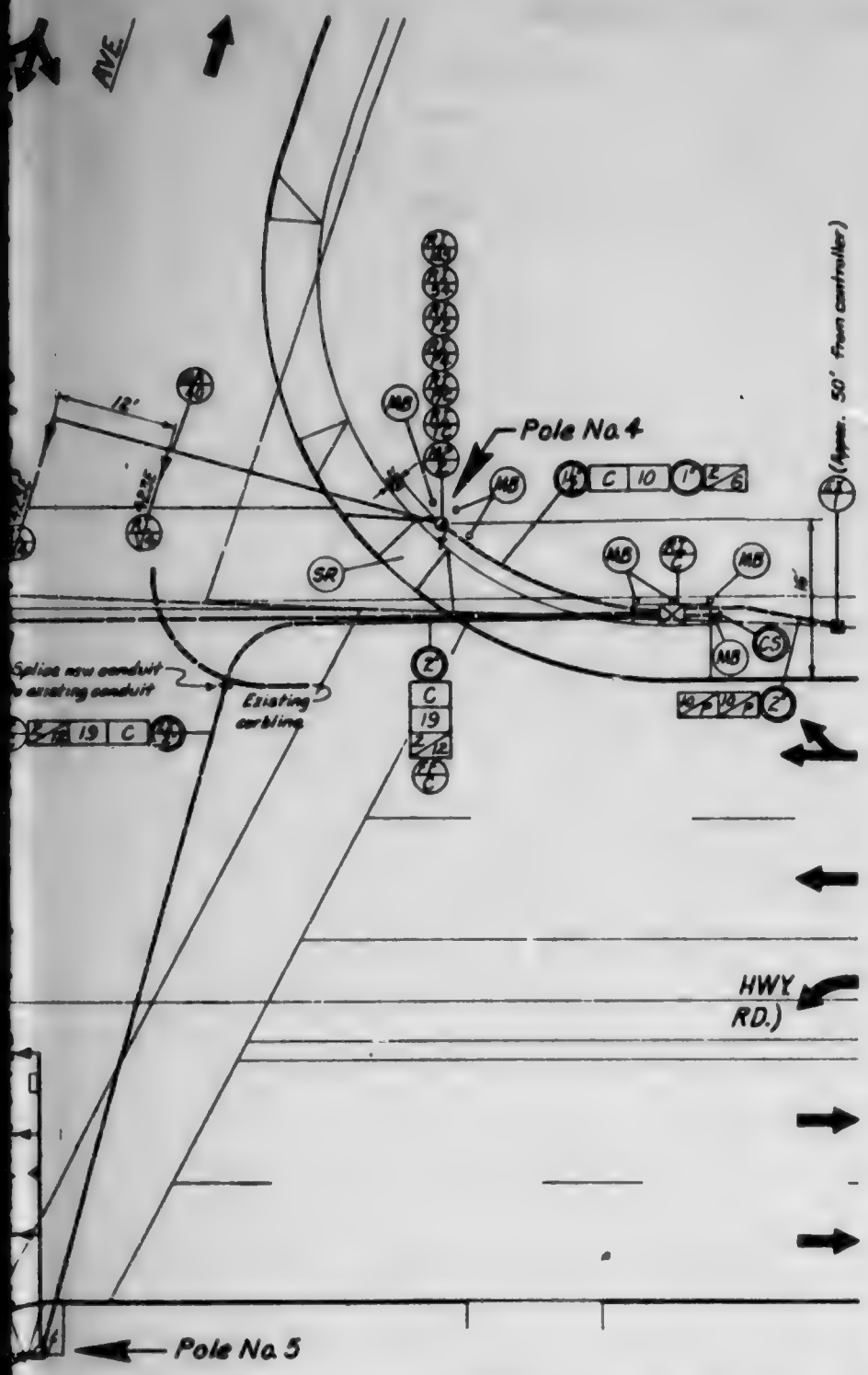


FIRE PRE-EMPTION OPERATION



SIGNAL REVISION PLAN
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.

SCALE 0 10 20 40 FEET



N

L E G E N D

- Maintain and protect existing messenger cable
- Maintain and protect existing supervisory circuit cabinet (for interconnect)
- Maintain and protect existing wood pole
- Maintain existing 2 inch electrical conduit
- Maintain and protect existing power pole (power source)
- Remove existing interconnect cable (from existing controller to supervisory circuit cabinet on existing wood pole)
- Reinstall existing mast arm pole (construct new type 2 mast arm pole foundation)
- Reinstall existing phase(Ph)vehicle signal
- Reinstall type C modified pedestrian signal
- Reinstall phase (Ph) pedestrian pushbutton and instruction sign
- Reinstall existing terminal cabinet
- Reinstall existing service cabinet
- Reinstall existing 120 volt meter base
- Install type 2 standard traffic signal mast arm pole
- Install 40 foot traffic signal mast arm
- PS Install pedestrian pipe standard
- MB Install metal pole barrier
- C Install one number 6 type THWN wire (signal system common)
- N Install (N) No. 14 type THWN wires
- N/6 Install (N) No. (6) type TW or THW wires
- (S") Install (S) inch electrical conduit
- CS Install 2 inch conduit stub (for future use - cap ends)
- Ch Install channel (Ch) fire pre-emption detector feeder cable (continuous without splices from detector to controller)
- Install 10 twisted pair interconnect cable

N = Number of conductors shown S = Size shown Ph = Phase shown
6 = AWG size shown Ch = Channel shown

- Reinstall existing Model 170 controller in Model 332 cabinet (construct new foundation)
- SR Construct Sidewalk Ramp (Remove existing sidewalk as req'd; Concrete shall be 4" Min. Depth).

NOTES: Pole number 1 is an existing pole and is to remain in place. The mast arm shall be shortened approx 8 ft, capped and rewired as required. Vehicle heads shall be relocated as shown.

Pole number 3 with all attachments is existing and is to remain in place. Pole numbers 3 & 4 are new poles.

Pole No. 2 is an existing pole that has been relocated to a new foundation.

Pedestrian pushbuttons and signs shall be removed from pole 2 and installed on pole 3. Holes on pole 2 shall be plugged as directed by the engineer.

Crosswalks are to be repainted by others.

PRELIMINARY COPY
NOT FOR CONSTRUCTION
SUBJECT TO MUTUAL REVIEW

Approved
Carl Rood
5/14/84

REGISTERED PROFESSIONAL ENGINEER 3893 E. E. GEORGE 1/14/84

DESIGNED BY: MR
CHECKED BY: WHB

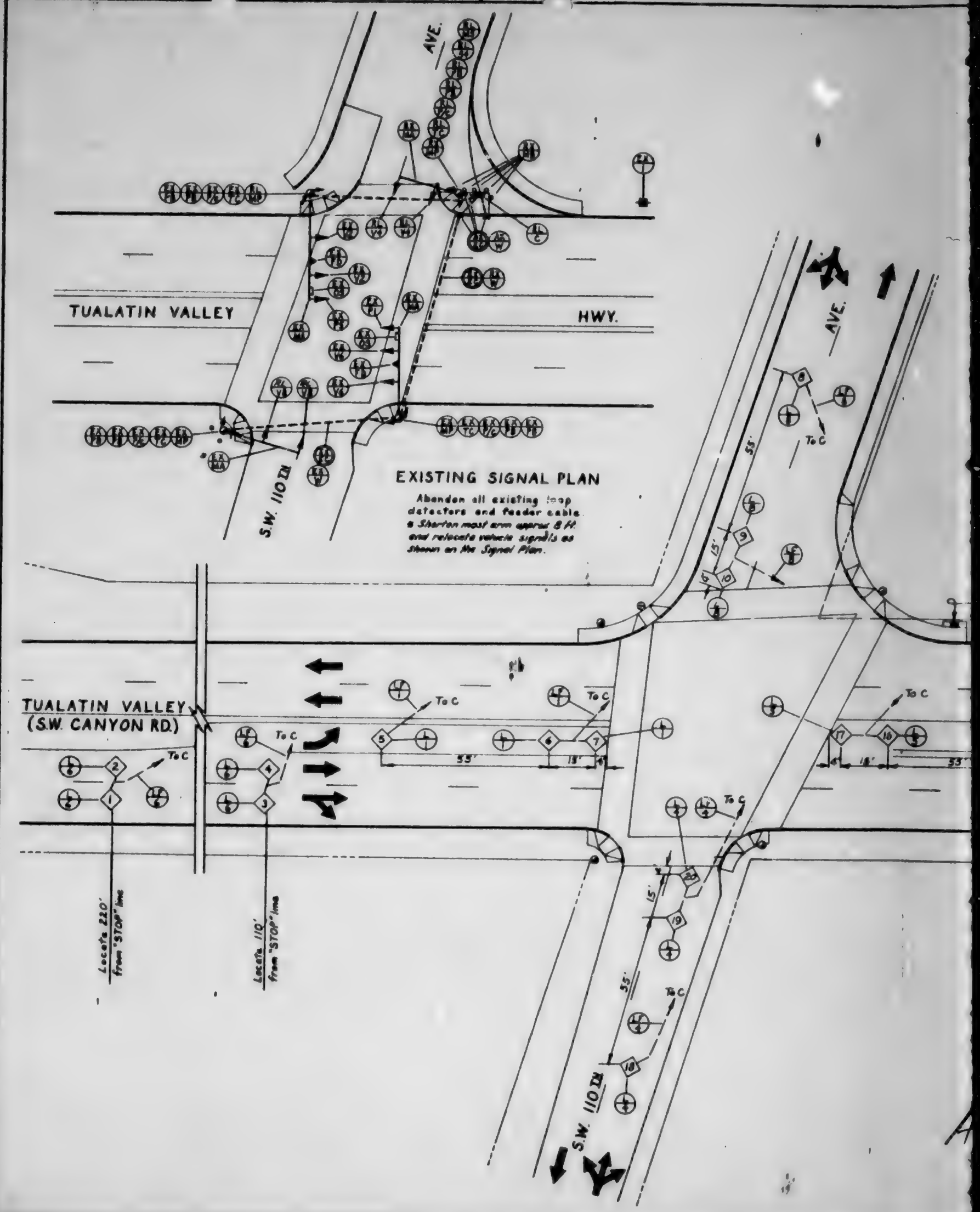
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.
TUALATIN VALLEY HWY.
WASHINGTON COUNTY

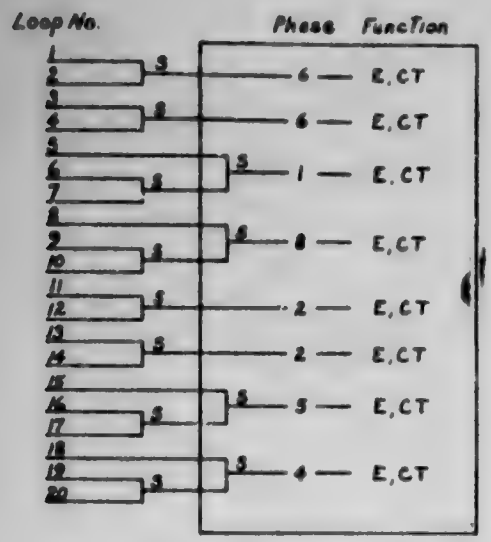
DATE: December 1983
ACCOMPANIED BY DWGS. M170, M171, L488, L489, 2027B, 2291, 32008, 35010, 8.2.20R

DWG. NO. 8701

9936

5-14-84


AVE.
TUALATIN VALLEY
HWY.
S.W. 110TH
EXISTING SIGNAL PLAN
Abandon all existing loop detectors and feeder cable & Sharon mast arm approx 8 ft. and relocate vehicle signals as shown on the Signal Plan.
AVE.
55'
15'
To C
TUALATIN VALLEY
(S.W. CANYON RD.)
To C
To C
To C
To C
To C
To C
55'
18'
15'
Locate 220' from "STOP" line
Locate 110' from "STOP" line
55'
S.W. 110TH



E=Extension CT=Count S=Series
See T.E.S. Drwg No. 1471 for loop detector details
Center loops in travel lanes

LOOP DETECTOR WIRING DIAGRAM

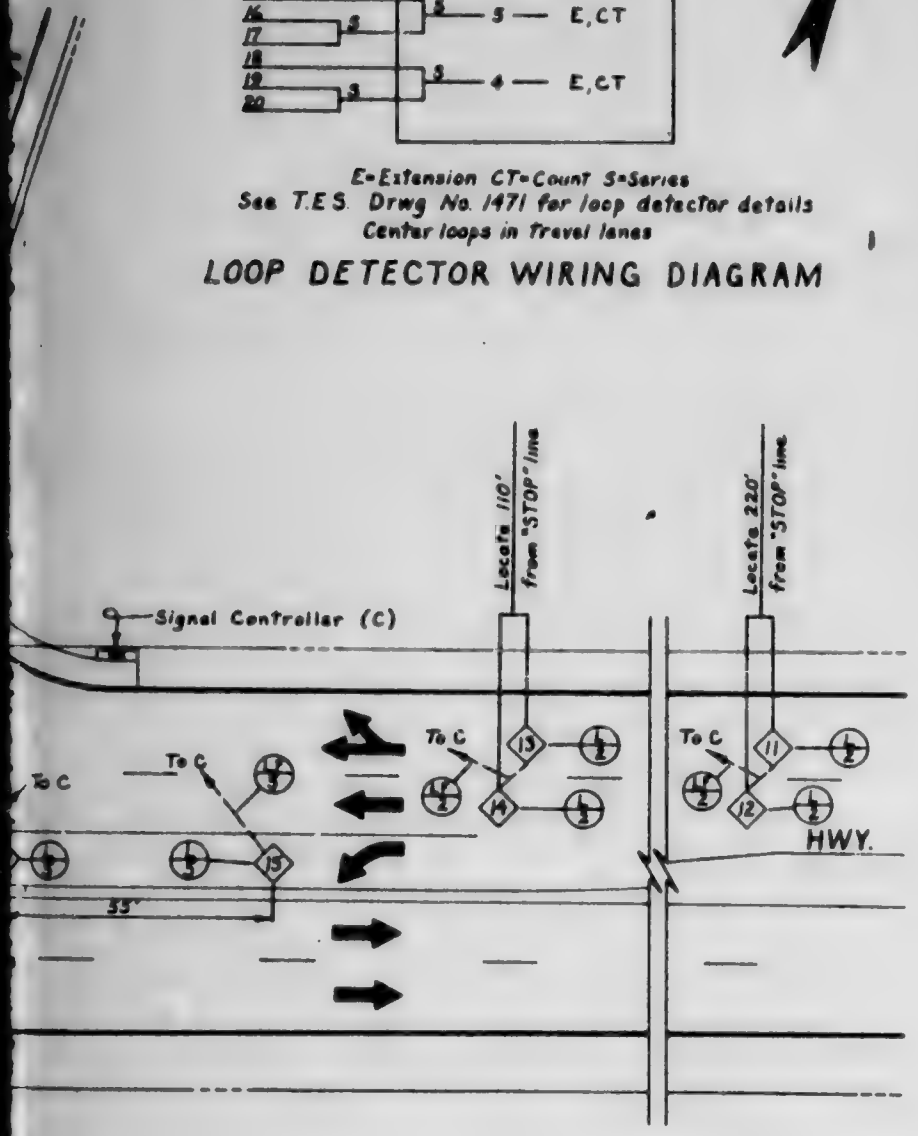
DETECTOR & EXISTING SIGNAL PLAN
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.

SCALE 0 20 40 80 FEET

LEGEND

- Maintain and protect existing power pole (power source)
- Maintain and protect existing traffic signal mast arm pole
- Maintain and protect existing phase (Ph) vehicle signal
- Maintain and protect existing phase (Ph) programmed vehicle signal
- Maintain and protect existing type C pedestrian signal
- Maintain and protect existing pedestrian pushbutton and sign
- Maintain and protect existing interior illuminated sign
- Maintain and protect existing terminal cabinet
- Maintain and protect existing wiring
- Maintain and protect existing electrical conduit
- Maintain and protect existing fire pre-emption detector unit
- Maintain and protect existing traffic signal mast arm
- Remove existing traffic signal mast arm pole
- Remove existing traffic signal mast arm
- Remove existing metal pole barrier
- Remove existing wiring
- Abandon existing wiring
- Abandon existing electrical conduit
- Relocate existing model 170 controller in model 332 cabinet
- Relocate existing traffic signal mast arm pole (with all attachments)
- Relocate existing phase(Ph)vehicle signal
- Relocate existing type C pedestrian signal
- Relocate existing pedestrian pushbutton and sign
- Relocate existing terminal cabinet
- Relocate existing service cabinet
- Relocate existing 120 volt meter base
- Install phase (Ph) vehicle detector loop
- Install phase (Ph) loop feeder cable

Ph = Phase shown



PRELIMINARY COPY
JAN 17 1984
FOR INITIAL REVIEW

APPROVED
5/14/84

REGISTERED PROFESSIONAL ENGINEER
OREGON
L E GEORGE
11/9/84

DESIGNED BY
CHECKED BY

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.
TUALATIN VALLEY HWY.
WASHINGTON COUNTY

T.E. DWG. NO. 8702

9736

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 7, 1984

In Reply Refer To
File No.:

84-25

R. T. Elliott
State Farm Insurance
One State Farm Plaza
Bloomington, Illinois 61701

Subject: Preliminary Plans for Review and Approval
Project: Tualatin Valley Hwy. @ S.W. 110th Ave.
Agency: State Farm Insurance

Attached are two sets of preliminary plans for the reconstruction work related to existing signals on the subject project. Please review these with your staff and after noting any changes, recommentations, or suggestions in red, secure the necessary signatures and return one approved copy to me at this office. So that the project can be scheduled in an orderly manner, we should receive your reply by May 21, 1984.

I have discussed proposals offered by John Middleton related to the project with our signal design staff. Their position regarding changes is still as outlined in their letter to Jon Rose of February 3, 1984. I have attached a copy of the letter for your reference.

If you have any questions, I may be reached by telephone at: (503) 653-3229.

Wayne Schulte

WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Gary Zehner

Attachments

cc: Bruce Taylor

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAY 8 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

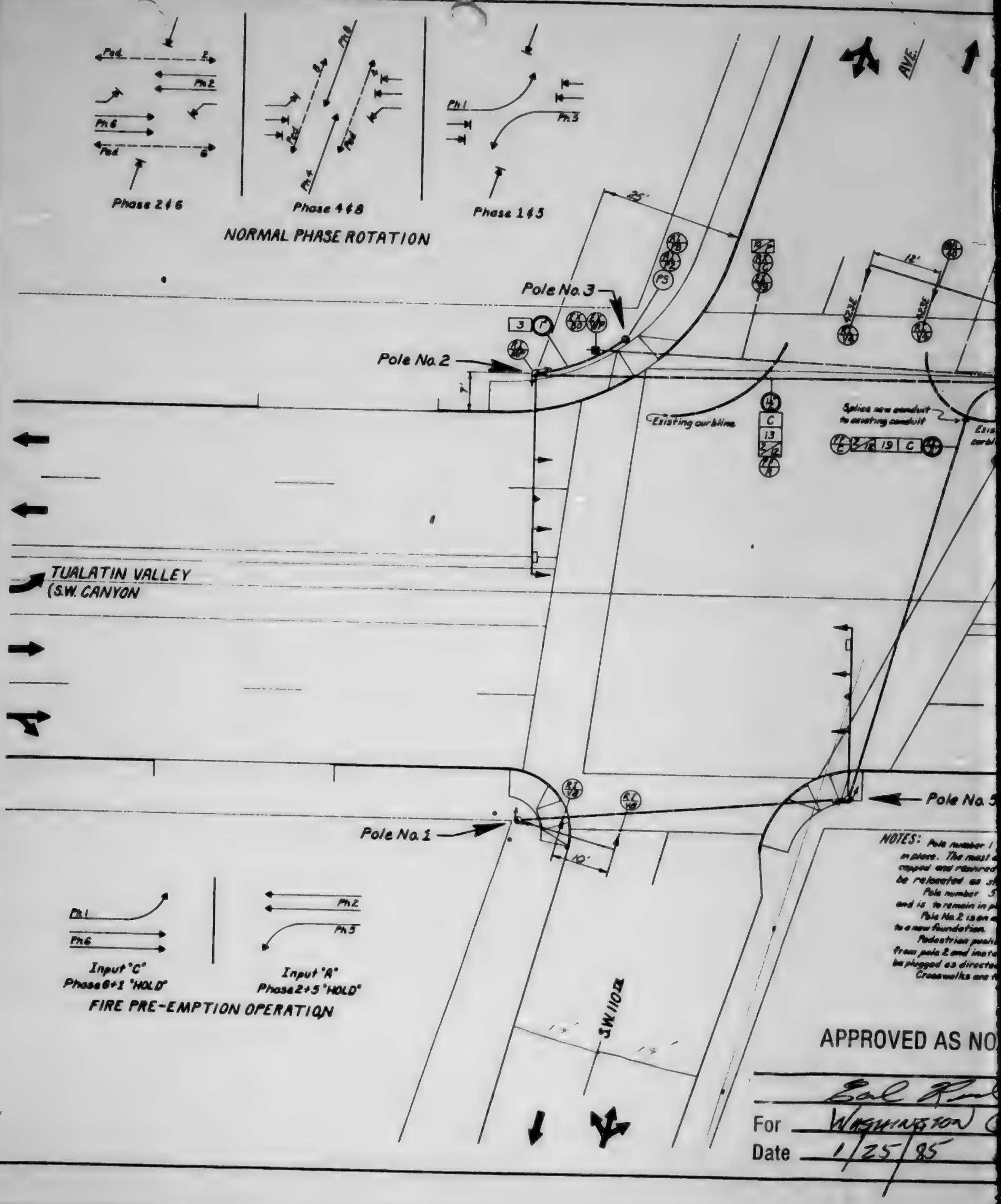
734-1850

9936

1-25-85

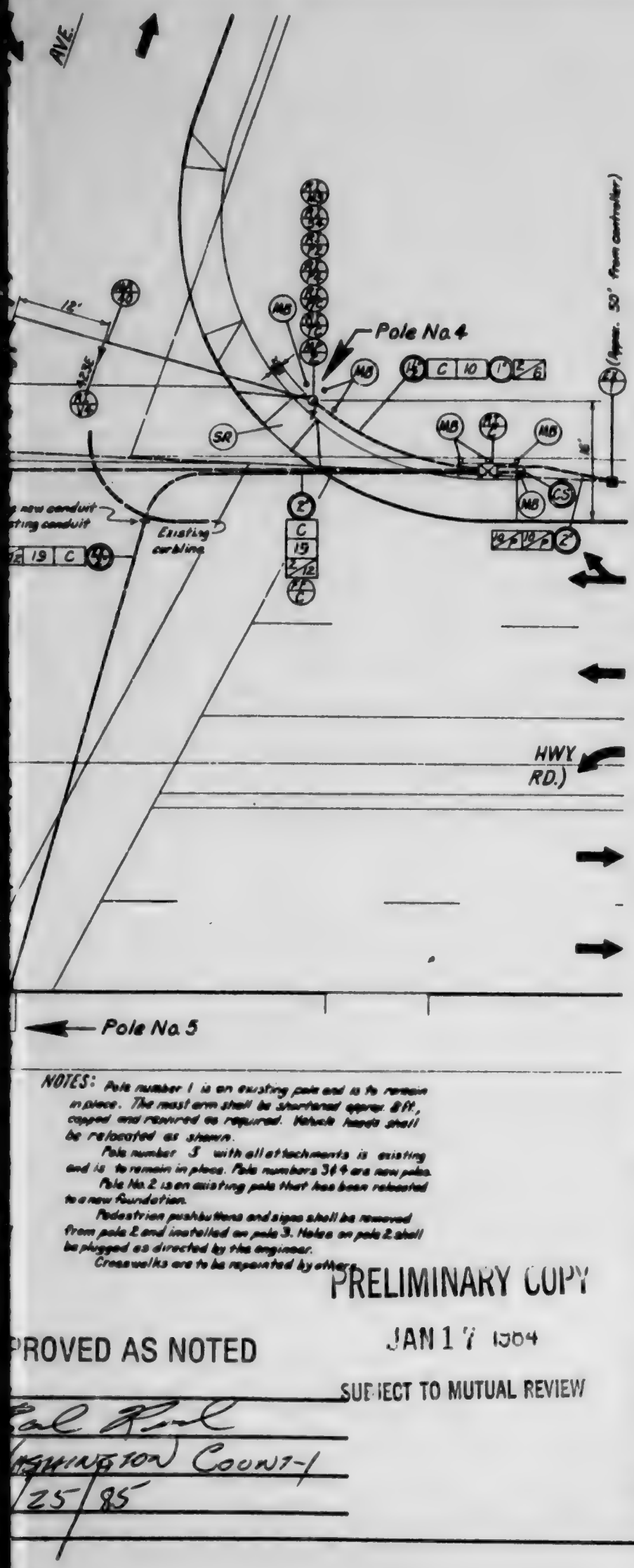
NORMAL PHASE ROTATION

FIRE PRE-EMPTION OPERATION



SIGNAL REVISION PLAN
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.

SCALE 0 10 20 40 FEET



LEGEND

- Maintain and protect existing messenger cable
- Maintain and protect existing supervisory circuit cabinet (for interconnect)
- Maintain and protect existing wood pole
- Maintain existing 2 inch electrical conduit
- Maintain and protect existing power pole (power source)
- Remove existing interconnect cable (from existing controller to supervisory circuit cabinet on existing wood pole)
- Reinstall existing mast arm pole (construct new type 2 mast arm pole foundation)
- Reinstall existing phase(Ph)vehicle signal
- Reinstall type C modified pedestrian signal
- Reinstall phase (Ph) pedestrian pushbutton and instruction sign
- Reinstall existing terminal cabinet
- Reinstall existing service cabinet
- Reinstall existing 120 volt meter base
- Install type 2 standard traffic signal mast arm pole
- Install 40 foot traffic signal mast arm
- PS — Install pedestrian pipe standard
- MB — Install metal pole barrier
- C — Install one number 6 type THWN wire (signal system common)
- N — Install (N) No. 14 type THWN wires
- N/6 — Install (N) No. (6) type TW or THW wires
- (S) — Install (S) inch electrical conduit
- 2S — Install 2 inch conduit stub (for future use - cap ends)
- Ch — Install channel (Ch) fire pre-emption detector feeder cable (continuous without splices from detector to controller)
- 10/2 — Install 10 twisted pair interconnect cable

N = Number of conductors shown S = Size shown Ph = Phase shown
6 = AWG size shown Ch = Channel shown

- Reinstall existing Model 170 controller in Model 332 cabinet (construct new foundation)
- SR — Construct Sidewalk Ramp (Remove existing sidewalk as req'd.; Concrete shall be 4" Min Depth.)

NOTES: Pole number 1 is an existing pole and is to remain in place. The mast arm shall be shortened approx. 8 ft., capped and rewired as required. Vehicle heads shall be relocated as shown.

Pole number 3 with all attachments is existing and is to remain in place. Pole numbers 3 & 4 are new poles.

Pole No. 2 is an existing pole that has been relocated to a new foundation.

Pedestrian pushbuttons and signs shall be removed from pole 2 and installed on pole 3. Holes on pole 2 shall be plugged as directed by the engineer.

Crosswalks are to be repainted by others.

PRELIMINARY COPY

APPROVED AS NOTED

JAN 17 1984

SUBJECT TO MUTUAL REVIEW

Washington County

1/25/85

REGISTERED PROFESSIONAL ENGINEER 1993 T. E. GEORGE 1/17/84

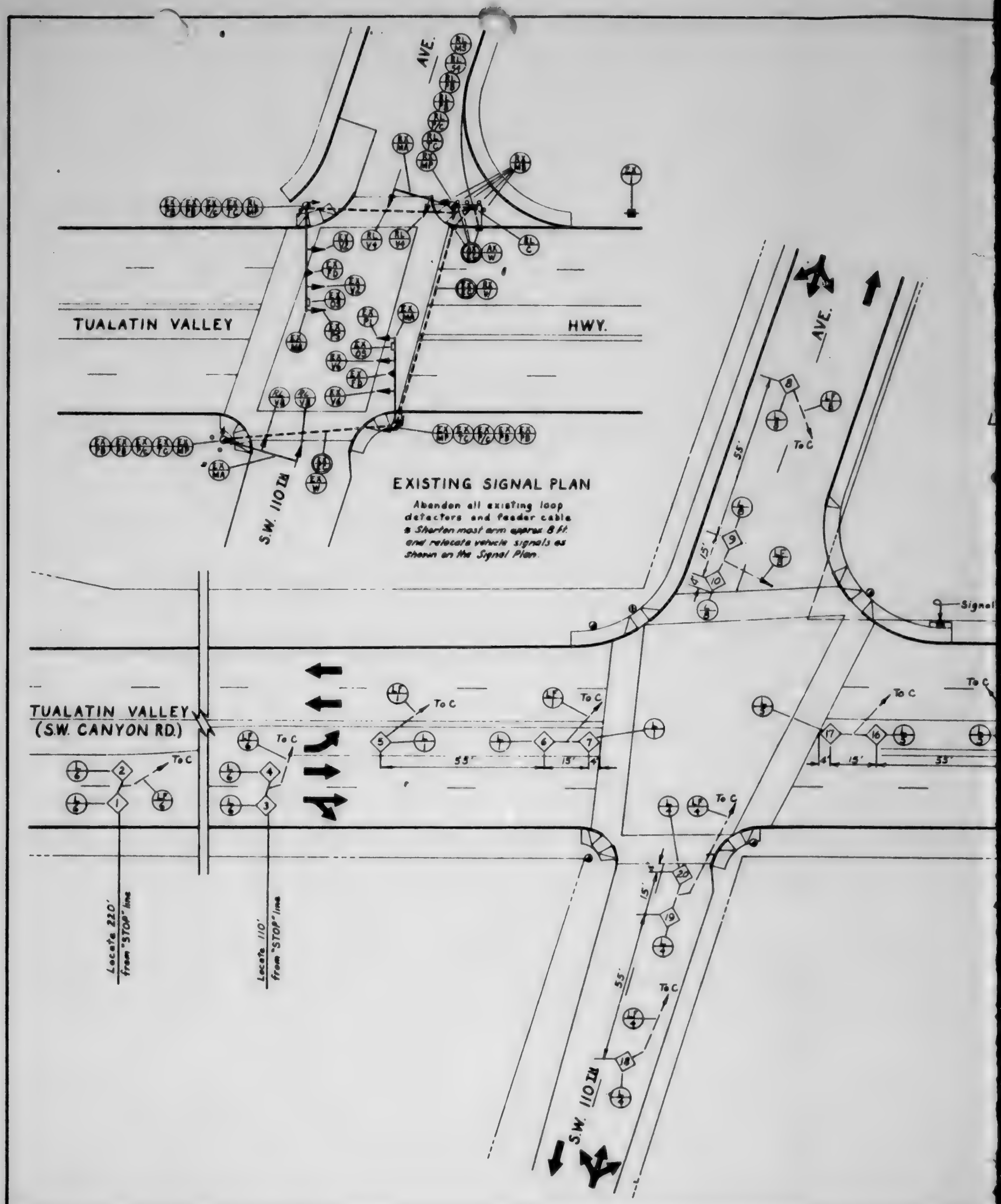
DESIGNED BY MR
CHECKED BY WJ

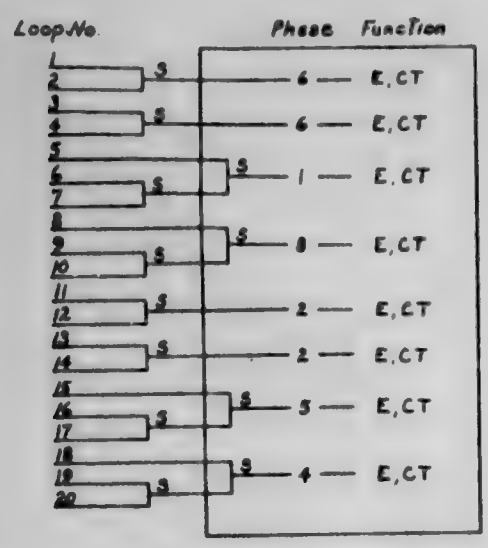
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.
TUALATIN VALLEY HWY.
WASHINGTON COUNTY

December 1983

ACCOMPANIES BY DWGS. M70-171, 1988, 1983, 20279, 2281, 35009, 35010, & 2208

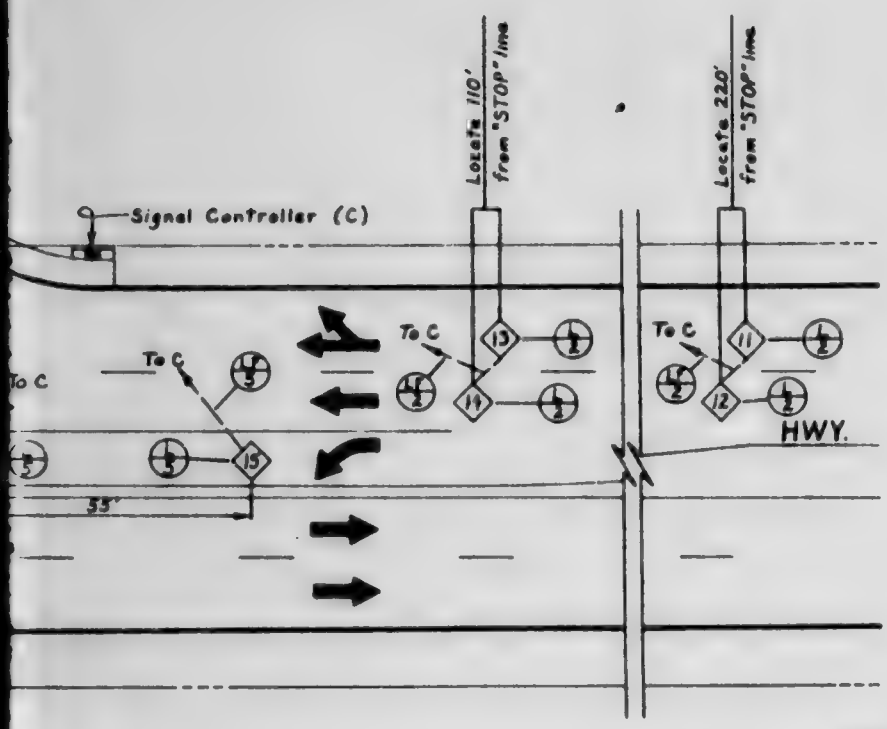
DWG NO. 8701


AVE.
TUALATIN VALLEY
HWY.
S.W. 110TH
EXISTING SIGNAL PLAN
Abandon all existing loop detectors and feeder cable & Shorten mast arm approx 8 ft. and relocate vehicle signals as shown on the Signal Plan.
AVE.
To C
55'
15'
Signal
TUALATIN VALLEY
(S.W. CANYON RD.)
To C
55'
15'
Locate 220' from "STOP" line
Locate 110' from "STOP" line
S.W. 110TH



E=Extension CT=Count S=Series
See T.E.S. Drwg No. 1471 for loop detector details
Center loops in travel lanes

LOOP DETECTOR WIRING DIAGRAM



DETECTOR & EXISTING SIGNAL PLAN
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.

SCALE 0 20 40 80 FEET

L E G E N D

- Maintain and protect existing power pole (power source)
- Maintain and protect existing traffic signal mast arm pole
- Maintain and protect existing phase (Ph) vehicle signal
- Maintain and protect existing phase (Ph) programmed vehicle signal
- Maintain and protect existing type C pedestrian signal
- Maintain and protect existing pedestrian pushbutton and sign
- Maintain and protect existing interior illuminated sign
- Maintain and protect existing terminal cabinet
- Maintain and protect existing wiring
- Maintain and protect existing electrical conduit
- Maintain and protect existing fire pre-emption detector unit
- Maintain and protect existing traffic signal mast arm
- Remove existing traffic signal mast arm pole
- Remove existing traffic singal mast arm
- Remove existing metal pole barrier
- Remove existing wiring
- Abandon existing wiring
- Abandon existing electrical conduit
- Relocate existing model 170 controller in model 332 cabinet
- Relocate existing traffic signal mast arm pole (with all attachments)
- Relocate existing phase(Ph)vehicle signal
- Relocate existing type C pedestrian signal
- Relocate existing pedestrian pushbutton and sign
- Relocate existing terminal cabinet
- Relocate existing service cabinet
- Relocate existing 120 volt meter base
- Install phase (Ph) vehicle detector loop
- Install phase (Ph) loop feeder cable

Ph = Phase shown

PRELIMINARY COPY

JAN 17 1984

SUBJECT TO MUTUAL REVIEW

REGISTERED PROFESSIONAL ENGINEER
OREGON
T. F. GEORGE
1/13/84

DESIGNED BY HSR
CHECKED BY WJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 110TH AVE.
TUALATIN VALLEY HWY.
WASHINGTON COUNTY

T.E. DWG. NO. 8702

9936

Section Traffic Sig. 110th Ave. Progress Estimate $ _____

Highway Traffic Signal Project Length N/A

County Washington 1-23-84 Completion Time 120 calendar days

Kind of Work Traffic Signal Est. Comp. Date 7-23-89

Prefix 284-8249 Letting Date Feb 23, 1984 Project No. State

Revised 11/3/84

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 23,966 —

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	1,000
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
_____	
_____	
_____	
_____	
_____	

$ 1,000 —

Adjust Utilities:

_____	
_____	

Subtotal	$ ~~24,966 00~~
Contingencies (4-1/2%)	1,123 47
Engineering (8, 9, (10%))	2,496 60
Subtotal	$ ~~28,586 07~~
Credit for _____	
Estimated Net Authorization, Construction	$ ~~26,907 50~~ 28,586 07

APPROVED

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet of
Tualatin Valley Hwy. at SW 110th Ave. Sec	Wash	1 1

Kind of Work	Length	Date	Name
Traffic Signal Installation	N/A	1-17-84	Bargebst

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	1,200 —
	Temporary Signs		Sq. Ft.	150	6	900 —
	Flagmen		Hour	60	15 ~~00~~	900 ~~00~~
	Sidewalk Ramps		Each	1	450 ~~00~~	450 ~~00~~
	Traffic Signal Revision, Complete		All	All	—	20 516 ~~19,950~~

COST ANALYSIS UNIT. 1-12-84 [illegible]

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 2-23-84

Section Tualatin Valley at S.W. 110th Ave. Progr ning Estimate $ _____

Highway Tualatin Valley Project Length N/A

County Washington Completion Time 120 calendar days

Kind of Work Traffic Signal Est. Comp. Date 7-23-84

Prefix 234-8249 Letting Date Feb 23, 1984 Project No. State

RECV'D 1/19/84 @ 2:30 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 22,500 —
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	4,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		$ 4,000 —
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
Subtotal		$ 23,500 00
Contingencies (4-1/2%)		1,057 50
Engineering (8, 9, (10%))		2,350 00
Subtotal		$ 26,907 50
Credit for _____		
Estimated Net Authorization, Construction		$ 26,907 50

APPROVED

_____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Tualatin Valley Hwy. at SW. 110th Ave. Sec	Wash	1 1

Kind of Work	Length	Date	Name
Traffic Signal Installation	N/A	1-17-84	Bargebast

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	1,200 —
	Temporary Signs		Sq. Ft.	150	6	900 —
	Flagmen		Hour	60	15 00	900 00
	Sidewalk Ramps		Each	1	450 00	450 00
	Traffic Signal Revision, Complete		All	All	—	19,050

COST ANALYSIS UNIT. 1-12-84

THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 2-23-84

Jan 7-6

November 8, 1983

Board of County Commissioners
Washington County
150 N. First St.
Hillsboro, OR 97123

AGR 4

Attention: Marilyn D. Crutsinger
Clerk of the Board

Mr. John Middleton
c/o Zarosinski-Tatone Engineers, Inc.
3737 S.E. Eighth Avenue
Portland, OR 97202

MISC. CONTRACTS and
AGREEMENTS No. 7840

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for the revision of existing traffic signals and the construction of roadway improvements on the Tualatin Valley Highway at S.W. 110th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Att.

bc: Gary Potter (agree. attached)

9936

10-31-83

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

> Agreement with Washington County and the State Farm Insurance Company to revise the existing traffic signals and construct roadway improvements on the Tualatin Valley Highway at S.W. 110th Avenue. The State will design, install and maintain the traffic signals, and monitor the roadway work performed by the Company's contractor. The County will pay all costs of electrical energy consumed in operation of the traffic signals and the Company will pay for all costs of the project.

Dated this 21 day of October, 1983

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

APPROVED
STATE HIGHWAY ENGINEER
Date 10/21/83

252 8/44 B W

ORDER TO RENDER SERVICE/MATERIALS

HIGHWAY DIVISION

9936 02057

REQUESTER NAME	DATE OF REQUEST	PREFIX NUMBER	DATE PREPARED
	10-20-83	234-8247	10-20-83

TITLE

ESTIMATED BEGIN DATE: 10-20-83 ESTIMATED END DATE:

ORGANIZATION: STATE FARM Ins Co.

METHOD OF PAYMENT: MONTHLY / QUARTERLY / X ON COMPLETION / OTHER

STREET ADDRESS: % ZARONINSKI-TATONE Ag. 3737 SE 8th

AMOUNT OF ADVANCE DEPOSIT: $ 5000.00 CC

DATE RECEIVED: 10-18-83

CITY, STATE, ZIP CODE: PORT. OR 97202 ATTN: John Middleton

ORDER PREPARED BY: M.C. McH

ORGANIZATION: Highways

REQUEST AUTHORITY: LETTER / ORAL / X AGREEMENT PERMIT NO 7840 / OTHER

SIGNATURE: X M. A Mott

LOCATION AND DESCRIPTION OF SERVICE MATERIALS	UNIT COST	TOTAL ITEM COST
Deposit received by Salem Accounting Section as per #1 under Company Obligations section of the Cooperative Improvement Agreement #7840 for Signals at Tualatin Valley Hwy @ 110th.		$5000.00 CC

cc: Accounting (Rose)
John Rose
L. E. George
D. E. Swan (Program Section)
Gary Potter (" ")
Floyd Stark (Info only)
Ron Fahlenbrach (" ")

Schedule Contract for Jan. 1984
Estimated Cost $20,000.

Others

NOTED
BOB DORAN

PROGRAM SECTION
MANAGER _____ PROJECT UNIT S

OCT 25 1983

MAN. ASSIST. PROGRAM UNIT
REFER TO PCS [redacted]
FOR Local Programs

TOTAL ESTIMATE $5000.00

DO NOT WRITE IN THIS SPACE

ORDER TO RENDER SERVICE/MATERIALS

HIGHWAY DIVISION

REQUESTER NAME	DATE OF REQUEST	PREFIX NUMBER	DATE PREPARED
	10-20-83	234-8247	10-20-83
TITLE	**ESTIMATED BEGIN DATE**	**ESTIMATED END DATE**	
	10-20-83		
ORGANIZATION	**METHOD OF PAYMENT** MONTHLY / QUARTERLY / X ON COMPLETION / OTHER		
STATE FARM Ins Co.			
STREET ADDRESS	**AMOUNT OF ADVANCE DEPOSIT**	**DATE RECEIVED**	
C/O ZARONSKI-TATONE Eg. 3737 SE 8th	$ 5000.00 CC	10-18-83	
CITY, STATE, ZIP CODE	**ORDER PREPARED BY**	**ORGANIZATION**	
PORT. OR 97202 ATTN: John Middleton	M. G. McM	Highway	
REQUEST AUTHORITY LETTER / X AGREEMENT / ORAL / PERMIT NO: / OTHER: 7840	**SIGNATURE** X M. A. Mott		

LOCATION AND DESCRIPTION OF SERVICE/MATERIALS	UNIT COST	TOTAL ITEM COST
Deposit received by Salem Accounting Section as per #1 under Company Obligations section of the Cooperative Improvement Agreement #7840 for Signals at Tualatin Valley Hwy @ 110th.		$5000.00 CC

cc: Accounting (Rose)
John Rose
L. E. George
D. E. Swan (Program Section)
Gary Potter (" ")
Floyd Stok (INFO ONLY)
Ron Fairfield (" ")

PROGRAM SECTION

MANAGER _____ PROJECT UNIT _____

OCT 25 1983

MAN. ASSIST. _____ PROGRAM UNIT K ✓

REFER TO _____

FOR _____

TOTAL ESTIMATE $5000.00

DO NOT WRITE IN THIS SPACE

1985 Oswego Hwy. (7th St.) @ Main 9937
St. (Oregon City) Sec.
(traffic signal installation)

C+H 8255 11-13-84

9937

jc cc: OSHD (L. W. Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12/3/86	Larry Heil, Assistant Area Engineer		HES-9565(16)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7/16/85	12/31/85	78 %	45 C.D. or by July 31, 1985

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OSWEGO HWY (7TH ST.) @ MAIN ST. (OREGON CITY)
OSWEGO HIGHWAY
Traffic Signals

This project provided for four signal poles with mast arms at this intersection in Oregon City, plus the construction of three new sidewalk ramps.

The contract was awarded to Mid-Continent Industrical Services on January 2, 1985. Work started June 17, 1985 and was completed July 16, 1985. A final inspection of the completed work was made October 3, 1985 with Gary Kennen and Marion Craft; OSHD. Final project cost underran the original authorization by 1%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWARTZ
by 12/11

RECEIVED
STATE HWY ENGR
DEC 10 '86
REFER TO
Fredrickson
FOR
info | invest | R/D | U R | sep | pt | file

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE G. K. Hansen	
TITLE Assistant Area Engineer	DATE 12-8-86	TITLE District Engineer A	DATE 12/9/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

January 30, 1986

CON 5
#9937

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Contract No. 9937 awarded to Mid Continent Industrial Services for traffic signal installation on the Oswego Highway (7th St.) at Main Street in Oregon City was completed on October 17, 1985, and was accepted by the State Highway Commission on December 31, 1985.

Final payment in the amount of $500.00 will be released to the contractor after February 5, 1986. The total contract amount is $37,136.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Mid Continent Industrial Services
100 41st Avenue SE
Albany, OR 97321

Employers Insurance of Wausau
9400 S. W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9937

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 31, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9937 , On Site Work Substantially Completed 7-24-85

All Work Completed 10-17-85

Project Oswego Hwy. (7th) & Main St. (O.C)

Highway Oswego

County Clackamas

Type of Work Traffic Signals

Contractor Mid Continent Industrial Service

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

mailed

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9137

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oswego Hwy (7th St.) & Main St.		WEEK ENDING: Nov 2, 1985
		SECTION PREFIX: 3-1075
HIGHWAY: Oswego		COUNTY: Clackamas
NAME OF JOB: Oswego Hwy (7th St.)& Main St.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Mid Continent Industrial Services	CONTRACT NUMBER: 9937	FEDERAL AID PROJECT NUMBER: HES-9565(16)
DATE OF CONTRACT: January 2, 1985	DATE WORK STARTED: June 17, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 47,627.65	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 78
EXCLUSIVE OF ENGINEERING: $ 43,468.03	ENGINEERING AUTHORIZATION $ 4,159.	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,596.20	This Week 0.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	ENGINEERING COST TO DATE $ 6,140.	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 4.3 %	PERCENT OF AUTHORIZATION . . . . 148 %	July 24, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signal							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Showers			
MONDAY 28	Clear			
TUESDAY 29	P.Cloudy			
WEDNESDAY 30	Showers			
THURSDAY 31	Showers			
FRIDAY 1	Showers			
SATURDAY 2				

CE ___ CAE ___ LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ PQC ___
CAM ___ QCS ___
EEO ___ FILE ___

RECEIVED
NOV 05 1985
CONSTRUCTION
SECTION

CONTR. NO: 9895 Date: 11-2-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity this week.
MONDAY 28	
29 TUESDAY	
30 WEDNESDAY	
THURSDAY 31	
FRIDAY 1	
SATURDAY 2	

REMARKS

STATUS: Project work completed. Third Notification has been issued.

VISITORS: None

NEXT WEEK:

FINAL REPORT

SIGNED Gary Kennen, Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9927

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-146	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: CLACKAMAS
MODIFICATION NUMBER 1		Project Number: HES-9565(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,600	$ 56,228
Federal funds	$ 7,740	$ 50,605
Other revisions		

This modification is made for the following reasons: To include construction contract costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January , 1985 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1985

FEDERAL AID PROJECT NO. HES-9565(16)

INTERSECTION OF 7TH & MAIN (OSWEGO HWY.) SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering		All Required		$ 8,600.00
		TOTAL		$ 8,600.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,000.00
Temporary Signs	Sq. Ft.	140	4.50	630.00
Temporary Barricades	Each	12	17.60	211.20
Flaggers	Hour	70	20.00	1,400.00
Sidewalk Ramps	Each	3	520.00	1,560.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	27,770.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	5,500.00
				$ 38,071.20

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,000.00
State Furnished PROM & Program	All Required	700.00
Signal Controller Testing	All Required	1,825.00
		$ 3,525.00
	SUBTOTAL	$ 41,596.20
	Engineering	6,031.80
	TOTAL	$ 47,628.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 8,600.00	$ 7,740.00	$ 860.00
Contract Work	47,628.00	42,865.00	4,763.00
TOTAL	$56,228.00	$50,605.00	$5,623.00

Group 1: 93%; Group 8: 7%
Contract No. 9937
Prefix: 3-1948 P.E.
Prefix: 3-1075 Construction

RDS:WH:pf

Ira 7-6-1
Cir. City

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-9565(16)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40262

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
Potter
FOR

Info	Instr	R/D	O/R	Appr	Ret

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	FAU 9565	Primary 3

10. GENERAL LOCATION:

Intersection of 7th and Main (Oswego Highway) Section

11. GENERAL DESCRIPTION OF WORK

Traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 11/5/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11/26/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $52,206; Federal Funds $46,985.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/5/84	for H. S. Coulter	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

November 13, 1984

City of Oregon City
City Hall
Oregon City, OR 97045

AGR 4-1

Attention: Jean K. McNulty
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 22

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to revise the existing traffic signals on the Oswego Highway (Main Street) at Seventh Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: June 19, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Oswego Highway (7th Street) @ Main Street MP 11.55

Metro Region has requested a project to upgrade the traffic signal at the subject intersection.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Oswego Highway @ Main Street (Oregon City) Clackamas County	$50,000	$45,000	$5,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE - TRAFFIC ENGINEER

orig Gorman
cys George
acctg.
Files
6-25

APPROVED:

State Highway Engineer

DATE: 6/22/84

Orig to post

RECEIVED
STATE HWY ENGR
JUN 21 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

OREGON CITY

CLACKAMAS COUNTY, OREGON

9717

Ira 7-6-1
Oregon City

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9565(16)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Clackamas
	5. ITEM NO. 40262	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/10/84	FAU 9565	Primary 3

10. GENERAL LOCATION:

Intersection of 7th and Main (Oswego Highway) Section

Oregon City signal

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory work TEC $8,600 - F.F. $7,740
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8-1-84.

RECEIVED
STATE HWY ENGR
AUG 16 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/15/84	D. K. Hoosier	for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1984

In Reply Refer to File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40262
Project No. HES-9565(16)
Intersection of 7th & Main (Oswego Hwy.) Sec.
Oswego Highway
Clackamas County

Attached data consists of PR-1 forms with project maps, Investigation Report, Safety Priority Index System data sheet, Collision Diagram, pictures, traffic signal warrants, traffic counts and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $8,600 with an obligation of $7,740 in Federal Funds.

DRH:pf
Attachments

cc: L. E. George
E. L. Hardt
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
General Files

Form 734-3122

7727

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# C2545

SECTION: INTERSECTION OF 7TH & MAIN (OSWEGO HWY)

REGION: 1

Hwy. 3 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 3-1948

DATE: 7-26-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		300	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	800	800
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 8,600
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES-9565(16)

LOCATION ENGINEER'S REMARKS

RECEIVED
ROAD DESIGN SECTION

NOTED
RICK KUEHN

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	2/7/85
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	6/13/84	X	9/4/84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		9-11-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02545

SECTION: INTERSECTION OF 7TH & MAIN (OSWEGO HWY)

REGION: 1

HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
3	OSWEGO	FROM 11.55 TO	

URBAN / RURAL	CITY	COUNTY	ROAD/STREET NAME
☒ URBAN ☐ RURAL	OREGON CITY	CLACKAMAS	MAIN ST

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
ORE 43	FAU 9565	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$	
RIGHT OF WAY	$	
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 45	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ Incl	
TOTAL CONSTRUCTION	$ 45	
TOTAL ESTIMATE	$	

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	X
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY

FILES	(#)	0
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	HES	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	3
STRUCTURES (#)		
SIGNALS (#)	3	3
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	9000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Out-moded, non-conforming installation

PROPOSED SOLUTION

Improve the safety and operation of the intersection by bringing the signal installation into conformance with current standards and practices.

X ESTD. REGION ENGINEER	DATE 6/13/84			
X APPROVED. ASST. HWY. ENG. FOR OPERATIONS	DATE			
X APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 0254E

SECTION

INTERSECTION OF 7TH & MAIN (OSWEGO HWY)

REGION 1

PROJECT JUSTIFICATION

MODERNIZE EXISTING SIGNAL INSTALLATION TO BRING INTO CONFORMANCE WITH CURRENT PRACTICE AND POLICY AND TO ENHANCE THE SAFE OPERATION OF THE INTERSECTION WITH IMPROVED ILLUMINATION.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 025HE

SECTION: INTERSECTION OF 7TH & MAIN (OSWEGO HWY)

REGION: 1

EI R: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S/Y	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S/Y	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S/Y	RR PROTECTION	N	LOCAL AGREEMENT	S/Y	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	Y	OLD (#) 3	NEW (#) 3
						UTILITIES		(LIST BELOW)	

COMPANIES: PGE, PNW BELL

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

sinC

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJEC PROSPECTUS

PART 3 — PROJECT EnVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02545

SECTION: INTERSECTION OF 7TH & MAIN (OSWEGO HWY)

REGION: 1

ES \TED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)

1985 Hubbard Cr. Br. Sec, OR 9938
Coast Hwy. 1 m. S. of Port Orford.
(gr, pav, and str.)

#113

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

MATERIALS & RESEARCH UNIT, 800 Airport Road, S.E.
Salem, OR 97301 (503) 378-2318

In Reply Refer to
File No.:

RES 6
OR #84-06

DATE: November 1, 1990

TO: Richard G. Fairbrother
Division Administration
Federal Highway Administration

FROM: W. J. Quinn
Engineer of Materials & Research

SUBJECT: Experimental Features #84-06, Final Report
"Evaluation of Bond-Controlled, Epoxy-Coated Prestressing Strand"

Enclosed are five copies of the subject report.

Copies will be distributed to the State Library, ODOT Library and other interested parties.

KLM:jar
jar/report.ltr

Enclosure

cc: William Anhorn

NOTED
SHE'S OFFICE

RECEIVED
STATE HWY ENGR
NOV 2'90
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

AN EQUAL OPPORTUNITY EMPLOYER

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	CURRY	OREGON
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10/20/86	10-20-86 RICHARD R. ARNOLD, AREA ENGINEER		BRF-2-1(23)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/18/85	5/22/86	98 %	270 DAYS

LOCATION

HUBBARD CREEK BRIDGE, OREGON COAST HIGHWAY

RECEIVED
STATE HWY ENGR
OCT 29 '86
REFER TO
Federal
FOR

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CJ 10/30

HUBBARD CREEK BRIDGE SECTION
Oregon Coast Highway
Grading, Paving and Structure

This project provided for the construction of a 138 foot long by 40 foot wide structure, construction of approach embankment including aggregate base and AC pavement, removal of existing structure and incidental work common to this type of project.

A contract in the amount of $715,804.20 was awarded to Donald W. Thompson, Inc. of North Bend, Oregon on January 2, 1985. Work began on January 18, 1985 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on October 18, 1985 at a final cost of $924,279.51, which includes $797,373.30 for original bid item work; $25,854.75 for work completed under approved Price Agreements; $956.22 for approved Force Account work; $4,000.00 for approved State Force work; and $100,095.24 for construction engineering.

A total of 265.5 calendar workdays were used in completing the work, as compared with the 270 calendar workdays allowed under the contract. All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements. Based on the results of this inspection final acceptance of the contract work is recommended.

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE	
TITLE AREA ENGINEER	DATE 6/24/86	TITLE DISTRICT ENGINEER B	DATE 10/22/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

jc 9938

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-2-1(23)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-18-86

4. PROGRAM NO.:

5. ITEM NO.: 40033

2A. COUNTY NAME: Curry

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 18 '86
REFER TO
Potter
FOR
Info | Appr | Rtg | OK | Sig | Ret | Files

7. DATE AUTHORIZATION EFFECTIVE: March 26, 1986

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Hubbard Creek Bridge #03339-009-30228

11. GENERAL DESCRIPTION OF WORK

Install curb and repair of fill erosion

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/26/86 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,000;
Federal Funds $800.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/18/86	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9938

June 5, 1986

CON 5 - #9938

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 9938 awarded to Donald M. Thompson, Inc. for work on the Hubbard Creek Bridge on the Oregon Coast Highway in Curry County.

Final payment on this contract is $19,872.39 and the total contract amount is $820,184.27 including $956.22 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Donald M. Thompson, Inc.
P.O. Box 866
North Bend, OR 97459

bc: C.O. Fredrickson
Walt Hart
James J. Gix

9938

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9938

TO: Robert Gormsen
Manager, Commission Services DATE: May 22, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9938 , On Site Work Substantially Completed October 18, 1985
All Work Completed	March 31, 1986
Project	Hubbard Creek Bridge
Highway	Oregon Coast
County	Curry
Type of Work	Grading, Paving and Structure
Contractor	Donald W. Thompson, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

6/2 Quarterly billing -

noted Rmg.

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1938

N

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9938 & 9978

DATE: April 30, 1986

RECEIVED
STATE HWY ENGR
MAY 01 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: William Quinn
Region 3 Construction Engineer

FROM: Gerald Wimer
Construction Operations Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Hubbard Creek Bridge, Contract No. 9938
Springfield-Leaburg, Contract No. 9978

At the recent Construction Engineers' meeting, you handed me the Quality Control Feedback Report on Contract No. 9938, and one feedback page from Contract No. 9978. Also attached was a summarization of what your office deemed inappropriate comments.

We both could make a mountain out of this mole hill. We each have better things to do.

However, I think there are some things you want to hear from me, or in this case, see:

1. We are in the process of rewriting our "Interoffice Memo" relative to material quality and related records. Remember, this is a universal letter to:

   a. Document completion of our review.
   b. For your information and education, about deficiencies to avoid in the future.
   c. Provide you an opportunity to make corrections in the current record.

   We want to devise a form to better distinguish between material quality and record quality. Your office should supply that overview with respect to the Project Managers' records and actual materials. The Quality Control office then simply reports its review of your office's analysis.

   A suggested draft is attached. Do you agree with its' format? If we don't hear from you within two weeks, we'll assume you agree and proceed to use it. We expect Regions to furnish the information for their portion but lacking that information, we'll make our own analysis of the Project Managers' records. Also, if we cannot agree with the Regions' analysis, we'll so indicate.

2. I will make a policy statement, hopefully in the near future, relative to temporary materials. The Construction Manual on page 106.08-12, shows "No testing or material inspection required" for Flaggers. It shows FIR's for other temporary materials. My statement will likely reinforce those examples.

For your information, I am attaching Dave Glenn's more detailed review of the Hubbard Creek Bridge material quality and related records. Now that the door has been reopened, please provide an explanation of what basis a 'C' value of 16.7 should be accepted on this project. Lacking that, an analysis of the values that should be considered non-participating.

GW:mk

Attach.

cc: W. E. Schwartz/attach.
Jack Sullivan/attach.
Dave Glenn/attach.

04295M

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO

378-6509 FILE: CON 5

TO: Region Construction Engineer DATE:

FROM: M. D. Glenn, Quality Control Supervisor
Construction Section

SUBJECT: Project Name:

Contract No.:

Your findings of the review of the Test Result Summary and other supporting documentation, and the cursory reviews by the Materials and Construction Sections, are attached and indicate the following:

	Region Review	P.M. Records	Materials Utilized
Commendable Job	☐	☐☐	☐☐
Deficiencies as Noted	☐	☐☐	☐☐

Any further data or explanation you can furnish that would eliminate any noted deficiencies should be submitted to the Materials Section.

MDG:mk

Attach.

cc: Project Manager _____
Region Assurance Specialist _____
Materials Engineer
Construction Project Files
Quality Control File

10172M

81-125.1387

G. Wimer April 18, 1986

Contract No. 9938 - Hubard Crk. Bridge.

Reference to Bill Quinns remarks about the Final Materials Review Reports and the transmittle letters sent to the materials section, a copy of which is sent to the region and project managers.

Paul Anello sends out the letters, however, whether any deficiencies are noted or not, is dictated by whomever does the final review at the materials for construction sections. The data is sent out for the fields information and education so that they become aware of our findings and make corrections or be aware of deficiencies to avoid in the future.
No deficiencies are noted by the project manager on FJCC.

The 1st review was made by Mike Kiefer for the region on 1-24-86. No deficiencies were noted on his FMRR.

The final quality assurance documentation was sent to Salem on 1-27-86 and received by Materials Section on 1-30-86. Jeff Smith of the Materials Section noted that (1) the physical and chemical test results, which the manufacturer

Certification stated were attached to it, were not on file at the lab. and (2) the statement re: use of foreign steel in the H piles had not been submitted. (Bid Item #89)

The test summary from the materials section was received in the construction section on 2-6-86. Don Lenks did the initial review. On 3-26-86 he contacted the materials section and was informed by Mike Sather they had received the documentation deficiencies re. the H piles they had reported on. This information had been received at the lab the same day we received their FMRR in the construction section.

This was a documentation deficiency reported by the lab, reviewed by construction and found to have been corrected.

Bid Items 41 & 42 - 3300 & 4500 Concrete.

Field started out very well on Sheet #30 for Class 3300 concrete showing whether strengths were in compliance or non-compliance. Started out fine on sheet 31A for 1st four lines and then ceased to show whether in or out of compliance. No reference to whether strengths in compliance or not for 4500 psi concrete, either by field or lab.

(2)

Bid Item 15- Class "C" A.C. — The reference ten made to 88% compaction was intended to serve as feedback information A review of the cores cut after project completed show that the A.C mixture furnished by Bob [redacted] Angell had excessive voids even though the compactive effort was generally satisfactory - 90.6 - 93.5% based on re-compacted gravities.

There was one-thing no one mentioned. That was the 16.7 "C" value on this project, which with the Drum Plant used for this mix could very well have affected the compaction and void content.

Example:

Hubbard Cr. Br. Contract No. 9938

Letter dated March 27, 1985 from Paul C. Anello lists both "quality of material" and "testing and documentation" deficiencies. Construction section's FMRR shows that on the class "C" A.C. the final record cores only have 88% compaction and that some of the pass-fail entries on the test summary for strength cylinders taken on structural concrete were not entered.

Specified density requirements for A.C. were deleted on this project by section 403.45 of the special provisions.

Regarding material deficiencies, the materials section's FMRR has a note on it that states that the information needed to clear a certification problem with the H piles was received on 2-6-86 (nearly 2 months prior to Paul's letter).

Using the term "deficiencies" to describe the problems found on this project does not seem appropriate.

Springfield - Leaburg Contract No. 9978

No Field Inspection Report for Flaggers or Pilot Car.

Final Material Review Report

STATE OF OREGON : INTEROFFICE MEMO

Highway Construction 378-6509 FILE: CON 5

TO: BILL QUINN
Region Construction Engineer

DATE: MAR 27 1986

FROM: for Paul C Anello
M. D. Glenn
Quality Control Supervisor

SUBJECT: Project Name: HUBBARD CREEK BRIDGE
Contract No.: 9938

The findings of the review of the Test Result Summary and other supporting documentation by the Region Assurance Specialist, and the cursory reviews by the Materials and Construction Sections, are attached and indicate the following:

- ☐ Commendable job
- ☐ No deficiencies noted
- ☒ Deficiencies as noted, (Quality of Material)
- ☒ Deficiencies as noted, (Testing and Documentation)

Any data you can furnish that would eliminate any noted deficiencies should be submitted to the Materials Section.

MDG:mk

Attach.

cc: Project Manager FRANK MORRISON
Materials Engineer
Region Assurance Specialist CHUCK GODFREY
Construction Project Files
Quality Control File
Review File

10172M

CONSTRUCTION O[illegible]ICE

HIGHWAY DIVISION

FINAL MATERIAL REVIEW REPORT

SHEET

PROJECT NAME (Section)	CONTRACT NO.
HUBBARD CR BRIDGE	9938
I have reviewed the material quality records for the following items —	PREFIX

PREPARED BY	DATE	REVIEWED BY	DATE
K Berg	3-27-86		

ITEM NOS. COMMENTS OR PROBLEMS AND EXCEPTIONS, CORRECTIVE ACTIONS AND PRICE ADJUSTMENTS FOUND DURING THIS REVIEW THAT WERE NOT SUMMARIZED ON THE FIELD JOB CONTROL CERTIFICATION.

15. Class C Asph Conc = 2751 Tons

The four record depth cores taken on this job that were submitted to the Lab for density check average 88% compaction, the lowest for voids being 2.5 times greater than the mix design.

41 and 42 Class 3300 + 4500 Structural Concrete

Pass-fail entries on test summary are missing for many of the strength cylinders.

HIGHWAY DIVISION

MATERIALS LAB
FINAL MATERIAL REVIEW REPORT

SHEET 1

PROJECT NAME (Section)	CONTRACT NO.
HUBBARD CREEK BR.	9938
I have reviewed the material quality records for the following items — ALL	PREFIX EA # C09938

PREPARED BY	DATE	REVIEWED BY	DATE
Jeffrey d Smith	2-5-86	Michael C Sather	2-5-86

ITEM NOS. COMMENTS OR PROBLEMS AND EXCEPTIONS, CORRECTIVE ACTIONS AND PRICE ADJUSTMENTS FOUND DURING THIS REVIEW THAT WERE NOT SUMMARIZED ON THE FIELD JOB CONTROL CERTIFICATION.

39 - H Pile 12 x 53 —
Have a letter of certification —. This Letter indicates that physical & Chemical tests were attached to it. These are not on file at the materials Lab.
Does this material satisfy section 106.17 of the special provisions?
Information to clear above received at Lab 2-6-86 By Mike Sather 3-26-86 DOJ.

cc to: PM
RAS

CE ..... CAE ..... RECEIVED SPC .....
CCE ..... OM ..... SA .....
CI ..... FEB 0 1986 TE .....
CA ..... PAE .....
CAM ..... CONSTRUCTION SECTION CCE .....
TED ..... FILE .....

Gnello — Berg —

HIGHWAY DEPARTMENT

MATERIALS SECTION LABORATORY RECORD

PROJECT: Hubbard Creek Bridge		LABORATORY NO.: 821409
HIGHWAY: Oregon Coast	PREFIX: C09938	DATA SHEET NO.: A37796
CONTRACTOR: Don Thompson	NO.: 9938	LABORATORY CHARGE: $124.00
SUBMITTED BY: F.D. Morrison 8011		DATE RECEIVED: 9-25-85
SOURCE OF MATERIAL: Bituminous Mixture(class "C" AC)		DATE REPORTED: 10-23-85
SAMPLED OR INSPECTED AT: Plant	TO BE USED: Pavement	
SAMPLED OR INSPECTED BY: J. McKiddy	DATE SAMPLED: 9-20-85	QUANTITY REPRESENTED: 1440

SAMPLE NO. 1

TEST RESULTS

PAVING ASPHALT

T 73	Flash point, closed cup		°F
T 44	Solubility in CHCL: CCL2		%
T 49	Penetration at 77F/39.2		cm/100
	Penetration ratio 39.2/77 F		
T201	Viscosity, Kinematic 275 F		C.S.
T202	Viscosity, Absolute 140 F		P.

T240 Paving Asphalt RTF (c) Residue

T 47	Loss on heating		%
T201	Viscosity, Kinematic 275 F		C.S.
T202	Viscosity, Absolute 140 F, 30cm Hg., Vac.		P.
T 49	Penetration at 77 F		cm/100
	% of orig. penetration		%
T 51	Ductility at 77 F		cm.
	Ductility at 45 F		cm.

Emulsified Asphalt

T 59	Viscosity, S.F. at ____F		sec.
T 59	Sieve test		%
T 59	Residue by distillation to 500 F		%
T 59	Oil distillate in		%
T 49	Penetration of Res. at 77 F		cm/100
T 44	Solubility in CHCL:CCL2		%
T 51	Ductility at 77 F		cm.

T170 Abson Recovery of Asphalt

T201	Viscosity, Kinematic 275 F	314	C.S.
T202	Viscosity, Absolute 140 F, 30 cm Hg. Vac.	1723	P.
T 49	Penetration of Res. at 77 F	62	cm/100

ENALT LAB # 85-2140R 'C' VALUE = 16.7

Liquid Asphalt

T 48	Flash point, open cup		°F
T201	Viscosity, Kinematic at 140 F		C.S.
T 78	Distillation (% of total distillate to 680 F)		
	To 374 F		%
	To 437 F		%
	To 500 F		%
	To 600 F		%
	Residue from distillation to 680 F		
	Volume, % by difference		%
	Water		%

Liquid Asphalt Residue

T 49	Penetration at 77 F		cm/100
T 44	Solubility in CHCL:CCL2		%
T 51	Ductility at 77 F		cm.
T202	Viscosity ABS. at 140 F		P.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCL:CCL2		%
T 49	Penetration at 77 F		cm/100
T 47	Loss on heating at 325 F		%
T 49	Penetration of Res. at 77 F		% of orig.

FAILS 'C' VALUE
PROJECT MANAGER NOTIFIED 10/15/85
Instructions are to switch it over to 1986. 1986 eliminates C value Warrant on non-Std jobs —

REPORT TO:

- ☐ FHWA
- ☐ CONSTRUCTION ENGINEER
- ☐ MAINTENANCE ENGINEER
- ☐ REGION ENGINEER
- ☒ PROJECT MANAGER
- ☐ DISTRICT SUPERVISOR
- ☒ FILE

Reg. 3
J. Wilson
x HN VanCleave
x Donald W. Thompson

FD Morrison

RECOMMENDATION: THIS IS A N.I.I. '86

Material as represented by this sample [does not] comply with specifications.

Jack Sullivan forget it.

ENGINEER OF MATERIALS

2-7-86 L Berry

734-3054 (6-83)

HIGHWAY DIVISION

CONSTRUCTION OFFICE

FINAL MATERIAL REVIEW REPORT

SHEET

PROJECT NAME (Section): HUBBARD CR BRIDGE

CONTRACT NO.: 9938

I have reviewed the material quality records for the following items —

PREFIX

PREPARED BY	DATE	REVIEWED BY	DATE
K Berg	3-27-86		

ITEM NOS. COMMENTS OR PROBLEMS AND EXCEPTIONS, CORRECTIVE ACTIONS AND PRICE ADJUSTMENTS FOUND DURING THIS REVIEW THAT WERE NOT SUMMARIZED ON THE FIELD JOB CONTROL CERTIFICATION.

This comment is intended to be positive feed back + informative. We laid a mix with high void content + potential shortened life. 15. Class C Asph Conc = 2751 tons so that maybe well

The four record depth cores taken on the latter this job that were submitted to the Lab for the density check average 88% compaction, the result in voids being 2.5 times greater than the next mix design.

12% voids

same

K Berg

4-16-86.

41 ark 42 Class 3300 + 4500 Structural Concrete

Pass-fail entries on test summary are missing for many of the strength cylinders.

CONSTRUCTION OFFICE

HIGHWAY DIVISION

FINAL MATERIAL REVIEW REPORT

SHEET

PROJECT NAME (Section): I-HUBBARD CR BRIDGE

CONTRACT NO.: 9938

I have reviewed the material quality records for the following items —

PREFIX

PREPARED BY	DATE	REVIEWED BY	DATE
R Berg	3-27-86		

ITEM NOS. COMMENTS OR PROBLEMS AND EXCEPTIONS, CORRECTIVE ACTIONS AND PRICE ADJUSTMENTS FOUND DURING THIS REVIEW THAT WERE NOT SUMMARIZED ON THE FIELD JOB CONTROL CERTIFICATION.

15. Class C Asph Conc = 2751 Tons

The four record depth cores taken on this job that were submitted to the Lab for density check average 88% compaction, the result in voids being 2.5 times greater than the mix design.

12% voids

Item 42 Class 3300 + 4500 Structural Concrete

→ Pass-fail entries on test summary are missing for many of the strength cylinders.

It makes the "cursory review" process difficult in construction when pass-fail entries are missing. In this case, all strength cylinders passed but it took us some unnecessary time & effort to determine this. If failing, there would have been a price reduction (we don't blindly accept inadequately documented items without checking them out first.

R Berg 4-17-86

STATE DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

09762
B524482-85

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: HUBBARD CR. BRIDGE — Prefix No: C09938
Highway: OREGON COAST — Cont. No. — F.A. Proj. No: BRF 2-1(23)
Contractor: DON THOMPSON — County: CURRY
Submitted by: REGION MATERIALS — Sampled by: MIKE KIEFFER — Date Submitted: 10-5-85
Samples: RECORD ☒ OTHER ☐ — MIX CLASS: "C"

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	A. CONC. T.	PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
✓1	10-3-85	72~			15	✓			1½							
✓2	(	72~			15		✓		3							
✓3	)	66+50		℄		✓			2							
✓4	(	66+50		℄			✓		2							

Based on recompacted Gravity Lab.

Over bottom lift

REMARKS:

LABORATORY REPORT

Date Received: 10-16-85
Date Reported: 11-14-85
Laboratory Charges: 272.00

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer
Resident Engineer — FD Morrison
Dist. Maint. Supt.
Foreman
Inspector
Geologist — Reg. 3
Files
G. Boyle
Donald W. Thompson

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION of recompacted	T-209 SP. GRAVITY	% VOIDS in Place
B524482	1B	1.5	1.2	2.11 (90.6)	2.33	87.2	2.421	12.8
B524483	2T	3	2.4	2.12 (94.8)	2.31	87.4	2.427	12.6
B524484	3B	4.0	1.3	2.15 (92.3)	2.33	89.0	2.415	11.0
B524485	4T		1.9	2.16 (93.5)	2.31	88.3	2.445	11.7
				Av = 88.0 %				
						4.5%	fault in	
		Mix design =				2.0 %	fault in voids	

REMARKS:

$\frac{2.43}{2.33} = .11$

$\frac{2.43 \times 4}{2.33} = 4.18$ in 2

LABORATORY

Jack [illegible] Engineer of Materials

TEST SUMMARY (B)

INITIAL PREPARER AND DATE: RON HANLEY 3/1/85

REVIEWERS AND DATES: 10-22-85 [illegible] Michael Ruffin 1-86

UNIT: Lump Sum

ORIGINAL QUANTITY: All

FINAL QUANTITY: 100%

ITEM DESCRIPTION: 504 Portland Cement Concrete (Structurally CRITICAL) PCC MIXTURE (CLASS 4500)

LINE	DATE OF SAMPLE, TEST OR INSPECTION	SAMPLE DATA SHEET NO.	REPORT OR FORM 734-	ABBR. REPORT NO.	A INFORMATIONAL	B QUALIFYING (ONE/PROJECT)	C MIX DESIGN (ONE/PROJECT)	D SLUMP (AS NECESSARY)	E UNIT WEIGHT (AS NECESSARY)	F AIR CONTENT (AS NECESSARY)	G BATCHED PROPORTIONS (3 CYL/100 CY OR DAY; 2 MIN.)	H STRENGTH	I CHECK	J INSPECTION	K MANUFACTURER CERTIFICATION	L COMPLIANCE STATEMENT	M PROGRESS (3 CYL/2,000 CY)	N FINAL	O INSPECTION (AT RANDOM)	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES
1	2-1-85	85-2177 A-37854	3071	1		1														ALL	0	WATER
2	2-1-85	85-2178 A-37855		2		1														ALL	0	AIR ENTRAINING AGENT
3	3/12/85	85-3175 AB-33153		3		1	1															FOR MIX DESIGN 3/4"
4	3/12/85	85-2176 AB-33154		4		1	1															FOR MIX DESIGN 3/8"
5	6/24/85	C-48734 C-48735	3469	5				2	2	2	2	14						1		196 C.Y.	0	F.I.R. #1 2 0
6	3/26/85			6			1													ALL	0	LAB #85-4887 MIX DESIGN
7	6/20/85	C-48934	3573	7				1	1	1	1	6						1				
8	6/20/85	C-48935	3573	8				1	1	1	1	8										
9	1/30/85	AB 33152	1792	9	1								1							ALL	0	FIELD CHECK GRADATION - 1 1/2"- 3/4" LAB #85-2174
10	1/30/85	AB 33153	1792	10	1								1							ALL	0	FIELD CHECK-GRADATION - 3/4"- #4 LAB #85-21
11	2/5/85	AB-33154	1792	11	1								1							ALL	0	FIELD CHECK-GRADATION - 3/8"-0 LAB #85-2176
12	3/12/85	85-2174 AB-33152	3880	12		1	1													ALL	0	FOR MIX DESIGN 1 1/2 - 3/
13	2/28/85	C-57714	3573	13								3										LAB #85-2850-52 BRIDG TRIAL BATCH 7 DA
	3/21/85	C-57714	3573	13								3										LAB #85-2853-55 BRIDG TRIAL BATCH 28 DA
	/20/85		3469	14									1									F.I.R. #3 FORMING METHOD
	/12/85	85-12001 46292	3469	15									1							(F.I.R. #2	CEMENT)	F.I.R. #4 WATER REDUCER
	/27/85	85-12000 C-48935	3573	16								2								=		SEE LAB #12001 ALSO 7 DAY BREAKS SE
	-/85		3469	17										1						-		F.I.R. #5 WATER
																				196 C.Y.	0	

COLUMN | SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS

- B: Water Quality; by "FIR" or send sample to Materials Sect
- C: Sample not necessary if mix design from source within la
- D,E, F,G: Report testing for each set of strength test cylinders
- M: Strength; report Slump, Unit Weight, Air Content and Ba

(6-83)

RY (B)

DATE: VLEY 3/1/85
S: 85 Mould
Paul Kuffel 1-86

UNIT: Lump Sum
ORIGINAL QUANTITY: All
FINAL QUANTITY: 100%

ITEM DESCRIPTION: 504 Portland Cement Concrete (Structurally CRITICAL)
PCC MIXTURE (CLASS 4500)

ITEM NO. 42

COLUMN: SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS

B Water Quality; by "FIR" or send sample to Materials Section.
C Sample not necessary if mix design from source within last year.
D,E, F,G Report testing for each set of strength test cylinders submitted.
M Strength; report Slump, Unit Weight, Air Content and Batched Proportions.

SAMPLE DATA SHEET NO.	REPORT OR FORM 734-	REPORT NO.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
			FREQUENCY OR NUMBER REQUIRED														
			ONE/PROJECT	ONE/PROJECT	AS NECESSARY	AS NECESSARY	AS NECESSARY	AS NECESSARY	3 CYL/100 CY OR DAY; 2 MIN.						3 CYL/2,000 CY		AT RANDOM
			JOB CONTROL			QUALITY CONTROL									RECORD		
			INFORMATIONAL	QUALIFYING	MIX DESIGN	SLUMP	UNIT WEIGHT	AIR CONTENT	BATCHED PROPORTIONS	STRENGTH	CHECK	INSPECTION	MANUFACTURER CERTIFICATION	COMPLIANCE STATEMENT	PROGRESS	FINAL	INSPECTION
			NUMBER PERFORMED														
85-2177 A-37854	3071	1		1													
85-2178 A-37855		2		1													
85-3175 AB-33153		3		1	1												
852176 AB-33154		4		1	1												
C-48934 C-48935	3469	5				2	2	2	2	14				1			
		6			1												
C-48934	3573	7				1	1	1	1	6				1			
C-48935	3573	8				1	1	1	1	8							
AB 33152	1792	9	1									1					
AB 33153	1792	10	1									1					
AB-33154	1792	11	1									1					
85-2174 AB-33152	3880	12		1	1												
C-57714	3573	13								3							
C-57714	3573	13								3							
	3469	14										1					
85-3174 46292	3469	15										1					
85-12000 C-48935	3573	16								2							
	3469	17											1				

IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES OF NON-COMPLIANCE RESULTS
ALL	0	WATER
ALL	0	AIR ENTRAINING AGENT
		FOR MIX DESIGN 3/4"-#4 AGG.
		FOR MIX DESIGN 3/8"-0 SAND
		F.I.R. #1
196 C.Y.	0	LAB #85-4887 MIX DESIGN
ALL	0	
		FIELD CHECK GRADATION - MIX DESIGN 1½"-3/4" LAB #85-2174
ALL	0	FIELD CHECK-GRADATION-MIX DESIGN 3/4"-#4 LAB #85-2175
ALL	0	FIED CHECK-GRADATION-MIX DESIGN 3/8"-0 LAB #85-2176
ALL	0	FOR MIX DESIGN 1½"-3/4" AGG.
		LAB #85-2850-52 BRIDGE DECK TRIAL BATCH 7 DAY BREAK
		LAB #85-2853-55 BRIDGE DECK TRIAL BATCH 28 DAY BREAK
		F.I.R. #3 FORMING METHODS AND DETAILS
F.I.R. #2	CEMENT	F.I.R. #4 WATER REDUCER
		SEE LAB #12001 ALSO 7 DAY BREAKS SET #2
		F.I.R. #5 WATER
196 C.Y.	0	

(6-83)

TEST SUMMARY (B)

INITIAL PREPARER AND DATE: ROD HANLEY 3/27/85

REVIEWERS AND DATES: [illegible] 10-22-85; Michael Kieffer 1-86

UNIT: Lump Sum | ORIGINAL QUANTITY: All | FINAL QUANTITY: 100%

ITEM DESCRIPTION: 504 Portland Cement Concrete (Structurally CRITICAL) PCC MIXTURE (CLASS 3300)

COLUMN	SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS
B	Water Quality; by "FIR" or send sample to Materials S
C	Sample not necessary if mix design from source within
D,E, F,G	Report testing for each set of strength test cylinders
M	Strength; report Slump, Unit Weight, Air Content and

LINE	DATE OF SAMPLE, TEST OR INSPECTION	SAMPLE DATA SHEET NO.	REPORT OR FORM 734-	REPORT NO.	B	C	D	E	F	G	H	I	J	K	L	M	N	O	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES
1	2/15/85	85-2178 A-37854		1	1															ALL	⊖	MIXING WATER
2	2/15/85	85-2178 A-37855		2	1															ALL	0	AIR ENTRAINING ADMI
3	2/21/85	AB 33153 AB 33154		3		1														ALL	0	LAB #85 2658, MIX
1 4	3/27/85	85-5168-72 C48928	3467	4			1	1	2	7	5									40 S.C.Y. ✓	0	END WALL BENT #1 SE FLR TO
5	3/26/85	85-5190 A-37856	✓	5								1								ALL	0	ALSO LAB #85-5189 CHEC ACA. LAB TESTED BY MATERIALS
2 6	4/2/85	85-5838-43 C-48929	3469	6			1	?	1		6		1			1				34 C.Y. ✓	0	END WALL BENT #2 F.I.R. #2.
7	4/24/85	C48929 [illegible]		7							1									34 C.Y.	0	LAB #85-5838 BENT #2 CYLINDER BREAK 7 DA
8	4/8/85	C48928		8							1									40.5 C.Y.	0	LAB #85-5169 & 85-5168 14 DAY BREAK
9	4/16/85	C48929		9							1									34 C.Y.	0	LAB #85-5838 & 85-5837 BENT #2 14 DAY BRE
10	4/22/85	C48928		10							2									40.5 C.Y.	0	BENT #1 PILE CAP 28 LAB #85-5168 & 85-5170
11	4/30/85	C48929		11							3									34 C.Y.	0	BENT #2 PILE CAP 28 D LAB #85-5838, 85-5840, 85-584
12	6/3/85	85-10527-31 C-48932	3469 ✓	12			2	1	1	1	5									29.5 C.Y. ✓	0	BENT #2 CLOSURE F. I. R
13	5/24/85	85-5172 C-48928		13							1									40.5 C.Y.	0	LAB REPORT 85-5168 BEN 60 DAY BREAK
	5/31/85	85-5839 C-48929		14							1									34 C.Y.	0	LAB REPORT 85-5843 BEN 59 DAY BREAK
	6/20/85	C-48933	3467 ✓	15			1	1	1	1	5				5					35.5 C.Y.	0	BENT #1 CLOSURE F. I. R.
	6/2/85	85-5168 C-48928		16							1									40.5 C.Y.	0	BENT #1 PILE CAP 7 DAY
	6/11/85	85-10527-31 C-48932		17							1									29.5 C.Y.	0	BENT #2 CLOSURE 7 DAY BREAK
	6/17/85	C-48932		18							2									29.5 C.Y.	0	BENT #2 CLOSURE LAB #85- 14 DAY BREAK
																				99.5	0	

(6-83)

ARY (B)

CONTRACT NO. 9938 | SHEET 30

DATE: LEY 3/27/85 | 10-22-85 | Kuffer 1-86

UNIT: Lump Sum | ORIGINAL QUANTITY: All | FINAL QUANTITY: 100%

ITEM DESCRIPTION: 504 Portland Cement Concrete (Structurally CRITICAL)
PCC MIXTURE (CLASS 3300)

ITEM NO. 41

COLUMN	SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS
B	Water Quality; by "FIR" or send sample to Materials Section.
C	Sample not necessary if mix design from source within last year.
D,E, F,G	Report testing for each set of strength test cylinders submitted.
M	Strength; report Slump, Unit Weight, Air Content and Batched Proportions.

SAMPLE DATA SHEET NO.	REPORT OR FORM 734-	AGGR. REPORT NO.	A	B INFORMATIONAL	C QUALIFYING	D MIX DESIGN	E JOB CONTROL: SLUMP	F JOB CONTROL: UNIT WEIGHT	G JOB CONTROL: AIR CONTENT	H JOB CONTROL: BATCHED PROPORTIONS	I JOB CONTROL: STRENGTH	J QUALITY CONTROL: CHECK	K QUALITY CONTROL: INSPECTION	L MANUFACTURER CERTIFICATION COMPLIANCE STATEMENT	M RECORD: PROGRESS	N RECORD: FINAL	O RECORD: INSPECTION	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES OF NON-COMPLIANCE RESULTS
85-2178 A-37854		1			1													ALL	⊖	MIXING WATER
85-2178 A-37855		2			1													ALL	0	AIR ENTRAINING ADMIXTURE
B 33153 B 33154		3				1												ALL	0	LAB #85 265B, MIX DESIGN
85-6168-72 48928	3469	4					1	1	2	7	5							40.5 C.Y. ✓	0	END WALL BENT #1 SENT CEMENT SAMPLE TO SALEM FOR CHECK FIR #1
85-5190 A-37856		5										1						ALL	0	ALSO LAB #85-5183 CHECK ON CEMENT ACA. LAB TESTED BY MATERIALS F.I.R.#7
85-5838-43 C-48929	3469	6					1	?	1		6		1		1			34 C.Y.	✓ 0	END WALL BENT #2 F.I.R. #2.
C 48929		7									1							34 C.Y.	0	LAB #85-5838 BENT #2 PILE CAP CYLINDER BREAK 7 DAY
C 48928		8									1							40.5 C.Y.	0	LAB #85-5169 & 85-5168 BENT 1 14 DAY BREAK
C 48929		9									1							34 C.Y.	0	LAB #85-5838 & 85-5837 BENT #2 14 DAY BREAK
C 48928		10									2							40.5 C.Y.	0	BENT #1 PILE CAP 28 DAY BREAK LAB #85-5168 & 85-5170 & 85-5171
C 48929		11									3							34 C.Y.	0	BENT #2 PILE CAP 28 DAY BREAK LAB #85-5838, 85-5840, 85-5841, 85-5842
85-10527-31 C-48932	3469	12					2	1	1	1	5							29.5 C.Y.	✓ 0	BENT #2 CLOSURE F.I.R. #3
85-5172 C-48928		13									1							40.5 C.Y.	0	LAB REPORT 85-5168 BENT #1 END WALL 60 DAY BREAK
85-5839 C-48929		14									1							34 C.Y.	0	LAB REPORT 85-5843 BENT #2 PILE CAP 59 DAY BREAK
C-48933	3469	15					1	1	1	1	5			5				35.5 C.Y.	0	BENT #1 CLOSURE F.I.R. #4
85-5168 C-48928		16									1							40.5 C.Y.	0	BENT #1 PILE CAP 7 DAY BREAK
85-10527-31 C-48932		17									1							29.5 C.Y.	0	BENT #2 CLOSURE 7 DAY BREAK
C-48932		18									2							29.5 C.Y.	0	BENT #2 CLOSURE LAB #85-10528 & 85-10529 14 DAY BREAK
31																		99.5	0	

TEST SUMMARY (B)

INITIAL PREPARER AND DATE: ROD HANLEY 6/25/85
REVIEWERS AND DATES: [illegible] 8-22-85; Michael Kieffer 1-86

UNIT: LUMP SUM
ORIGINAL QUANTITY: ALL
FINAL QUANTITY: 100%
ITEM DESCRIPTION: 504 Portland Cement Concrete (Structurally CRITICAL)
PCC MIXTURE (CLASS 3300)

LINE	DATE OF SAMPLE, TEST OR INSPECTION	SAMPLE DATA SHEET NO.	REPORT OR FORM 734-	ABBR. REPORT NO.	A INFORMATIONAL	B QUALIFYING	C MIX DESIGN	D SLUMP	E UNIT WEIGHT	F AIR CONTENT	G BATCHED PROPORTIONS	H STRENGTH	I CHECK	J INSPECTION	K MANUFACTURER CERTIFICATION	L COMPLIANCE STATEMENT	M PROGRESS	N FINAL	O INSPECTION	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES
1	6/18/85	C-48933	3573	19								1								35.5 c.y.	0	CLOSURE BNT. #1 & DIAPHRAGH 7 DAY BREAK
2	7/3/85	C-48936	3469	20				1	1	1	1	6	1		3					13.0 c.y.	0	F.I.R. #5
3	7/10/85	C-48937	3469	21				1	1	1	1	6	1		3					15.5	0	F.I.R. #6
4	6/24/85	85-11145 C-48933	3573	22								2	2						/	35.5 repair	0	LAB #85-11146 & 85-11147 14 DAY
5	7/1/85	85-10527 C-48932	3573	23								2					2					LAB #85-10530 & 85-10531 28 DAY BREAKS SET #3
6	7/8/85	85-11145 C-48933	3573	24								2					2					LAB #85-11148 & 85-11149 28 DAY BREAKS SET #4
7	7/10/85	85-13324 C-48936	3573	25								2					2					LAB #85-13324 & 85-13325 7 DAY BREAKS SET #5
8	7/17/85	C-48936		26								2					2					LAB #85-13326 & 85-13327 SET 14 DAY BREAKS.
9	7/16/85	C-48937		27								2					2					LAB #85-13961 & 85-13962 SE 7 DAY BREAKS
10	7/23/85	C-48937		28								2					2					LAB #85-13963 & 85-13964 S 14 DAY BREAKS.
1	6-20-85	C-48934	3573	29				1	1	1	1	6					1					LAB #85-11994-99 SET #1 60 DAY BREAKS
	6-20-85	C-48935	3573	30				1	1	1	1	6	1									LAB #85-12000-007 SET #2 28 DAY BREAKS
	7-3-85	C-48936	3573	31				1	1	1	1	6	1									LAB #85-13324-29 28 DAY BREAKS
	-9-85	C-48937	3573	32				1	1	1	1	6	1									LAB #85-13961-66 28 DAY BREAKS
	8-85	C-48934	3573	33				1	1	1	1	4	1									LAB #85-16879-82 28 DAY BREAKS
	5-85	C-48940	3573	34				1	1	1	1	4	1									LAB #85-17675-78 28 DAY BREAKS
	85	C-48941	3573	35				1	1	1	1	4	1									LAB #85-17829-32 28 DAY BREAKS
	85		3469	36		1														ALL		CEMENT - F.I.R. #7 48.86 HAVE CERTS & LAB. RE
																				128.0	0	

COLUMN: SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS

- B: Water Quality; by "FIR" or send sample to Materials Se
- C: Sample not necessary if mix design from source within
- D, E, F, G: Report testing for each set of strength test cylinders
- M: Strength; report Slump, Unit Weight, Air Content and Ba

-83)

RY (B)

CONTRACT NO. C09938 | SHEET 31 A

DATE: EY 6/25/85; 8-22-85; el Kieffer 1-86

UNIT: LUMP SUM | ORIGINAL QUANTITY: ALL | FINAL QUANTITY: 100%

ITEM DESCRIPTION: 504 Portland Cement Concrete (Structurally CRITICAL)
PCC MIXTURE (CLASS 3300)

ITEM NO. 41

COLUMN	SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS
B	Water Quality; by "FIR" or send sample to Materials Section.
C	Sample not necessary if mix design from source within last year.
D,E, F,G	Report testing for each set of strength test cylinders submitted.
M	Strength; report Slump, Unit Weight, Air Content and Batched Proportions.

SAMPLE DATA SHEET NO.	REPORT ABBR. OR FORM 734-	REPORT NO.	A INFORMATIONAL	B QUALIFYING	C MIX DESIGN	D SLUMP	E UNIT WEIGHT	F AIR CONTENT	G BATCHED PROPORTIONS	H STRENGTH	I CHECK	J INSPECTION	K MANUFACTURER CERTIFICATION	L COMPLIANCE STATEMENT	M PROGRESS	N FINAL	O INSPECTION	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES OF NON-COMPLIANCE RESULTS
-48932	3573	19								1								35.5 c.y.	0	CLOSURE BNT. #1 & DIAPHRAGM LAB #85-11145 7 DAY BREAK
-48936	3469	20				1	1	1	1	6	1		3					13.0 c.y.	0	F.I.R. #5
-48937	3469	21				1	1	1	1	6	1		3					15.5	0	F.I.R. #6
5-11145 -48933	3573	22								2	2						/	35.5 (sic)	0	LAB #85-11146 & 85-11147 14 DAY BREAK.
5-10527 -48932	3573	23								2					2					LAB #85-10530 & 85-10531 28 DAY BREAKS SET #3
5-11145 -48933	3573	24								2					2					LAB #85-11148 & 85-11149 28 DAY BREAKS SET #4
5-13324 -48936	3573	25								2					2					LAB #85-13324 & 85-13325 7 DAY BREAKS SET #5
-48936		26								2					2					LAB #85-13326 & 85-13327 SET #5 14 DAY BREAKS.
-48937		27								2					2					LAB #85-13961 & 85-13962 SET #6 7 DAY BREAKS
-48937		28								2					2					LAB #85-13963 & 85-13964 SET #6 14 DAY BREAKS.
-48934	3573	29				1	1	1	1	6					1					LAB #85-11994-99 SET #1 60 DAY BREAKS
-48935	3573	30				1	1	1	1	6	1									LAB #85-12000-007 SET #2 28 DAY BREAKS
-48936	3573	31				1	1	1	1	6	1									LAB #85-13324-29 28 DAY BREAKS
-48937	3573	32				1	1	1	1	6	1									LAB #85-13961-66 28 DAY BREAKS
-48939	3573	33				1	1	1	1	4	1									LAB #85-16879-82 28 DAY BREAKS
-48940	3573	34				1	1	1	1	4	1									LAB #85-17675-78 28 DAY BREAKS
-48941	3573	35				1	1	1	1	4	1									LAB #85-17829-32 28 DAY BREAKS
	3469	36		1														ALL		CEMENT, F.I.R. #7 48.86 TONS HAVE CERTS & LAB. REPORTS.
																		128.0	0	

945 x

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
RESEARCH SECTION, 1174 CHEMEKETA, SALEM, OR 97310

In Reply Refer to
File No.: RES 6

April 7, 1986

Dale E. Wilken, Division Administrator
Federal Highway Administration
Equitable Center, Suite 100, 530 Center St. NE
Salem, OR 97301

Subject: Experimental Features Interim Report OR 84-06
"Evaluation of Bond-Controlled, Epoxy-Coated Prestressing Strand on Hubbard Creek Bridge"

Enclosed are ten copies of the Interim Report describing construction and performance to date of the epoxy-coated prestressing strand installed in the Hubbard Creek Replacement Bridge.

The report concludes the strand has caused no difficulties in construction or performance as of this time. Inspections will continue at three month intervals until September 1986. Thereafter, annual inspections will be conducted until 1990.

Also enclosed is the Interim Report Form 1461 for the subject project.

Sincerely,

R. C. Blensly
Research Engineer

RECEIVED
HWY ENGR
APR 7 '86
REFER TO
FO
Info | Inves | R/D | Dir | Eng | Fin

enc.
cc: Larry Rulien
Elton Chang

STATE OF OREGON

INTEROFFICE MEMO

TO: Section Heads
Region Engineers

DATE: April 2, 1986

FROM: R. C. Blensly ORIGINAL SIGNED BY R.C. BLENSLY
Research Engineer

SUBJECT: Experimental Features Interim Report OR 84-06
"Evaluation of Bond-Controlled, Epoxy-Coated Prestressing Strand on Hubbard Creek Bridge"

Enclosed is a copy of the Interim Report describing construction and performance to date of the epoxy-coated prestressing strand installed in the Hubbard Creek Replacement Bridge.

The report concludes the strand has caused no difficulties in construction or performance as of this time. Inspections will continue at three month intervals until September, 1986. Thereafter, annual inspections will be conducted until 1990.

enc.
cc: Frank Morrison
John Tindall
L. W. Rulien
Dick Groff
Dave Wirrick

RECEIVED
TAT HWY ENGR
APR 3 '86
REFER TO
FOR
Info | Inves | R/D | J.R. | Gen | Act | File

EVALUATION OF BOND-CONTROLLED, EPOXY-COATED PRESTRESSING STRAND on HUBBARD CREEK BRIDGE

Experimental Features Project OR 84-06

Interim Report

by

Allison Petrak
Research Specialist

in collaboration with

Richard L. Groff, P.E.
Structural Design Engineer IV

Keith Martin, P.E.
Research Coordinator

OREGON STATE HIGHWAY DIVISION
Research Section
Salem, Oregon 97310

prepared for

FEDERAL HIGHWAY ADMINISTRATION
Washington D.C. 20590

April 1986

ACKNOWLEDGEMENT

The authors wish to thank Frank Morrison, Project Manager, Region 3, for providing information on construction procedures and conducting the inspections, and George Wirrick, Morse Bros, for providing information on the casting and prestressing.

DISCLAIMER

The contents of this report reflect the views of the authors who are solely responsible for the facts and the accuracy of the material presented. The contents do not necessarily reflect the official views of the Oregon Department of Transportation. The report does not constitute a standard, specification or regulation.

The Oregon Department of Transportation does not endorse products or manufacturers. Trademarks or manufacturer's names appear herein only because they are considered essential to the subject of this document.

INTRODUCTION

Oregon's many coastal bridges are subject to a severely corrosive environment, being exposed to frequent rain and fog and a nearly constant misting of salt spray. Heavy rains flush ocean salts off the sides and decks of bridges, but leave the undersides covered with salty ocean spray. Because of this spray, coastal bridges are more subject to corrosive attack on the underside than from chlorides applied to the deck. A significant number of coastal bridges are succumbing to the effects of this harsh environment and will be in need of replacement over the next several years.

Prestressed concrete bridges will most likely be chosen to replace these deteriorating structures. Corrosive agents can attack the steel reinforcement contained in prestressed concrete structures, causing tensile stresses which fracture the concrete. Coating the reinforcing steel with epoxy encases and protects the steel from these corrosive agents.

While epoxy coated reinforcing steel has been used successfully to combat corrosion for several years, epoxy coating for prestressing strand is a relatively new development. An NCHRP study "Corrosion Protection of Prestressing Systems in Concrete Bridges" (Project 4-15, FY '82) is currently underway to test the mechanical behavior and corrosion resistance of epoxy coated 7-wire strand used in pretensioning applications. However, an evaluation of actual girders in service in the appropriate environment, as opposed to laboratory tests and simulations, was considered essential.

THE BRIDGE

The relatively short 138 foot replacement structure for the forty-year-old Hubbard Creek Bridge, located on the Oregon Coast Highway (US101) one mile south of Port Orford, was chosen as the experimental project bridge. Due to its proximity to the surf and its past record of environmental corrosivity, this bridge site was ideal for testing the effectiveness of the epoxy coated prestressing strand.

Seven prestressed bulb tee beams, six feet high and 139 feet long, were used for this single span bridge. Each web contained 26 harped strands, with 26 more strands in the bulb. The low relaxation, 1/2" diameter, 7-wire strand was specified to have a minimum epoxy coating of 30 mils, with proprietary grit impregnation to increase bonding capacity.

Incorporated into the design of the replacement structure were several features intended to directly combat the corrosivity of the salt spray environment. These features included:

1. The use of 3" minimum concrete cover over the reinforcement wherever practical (everywhere except the precast, prestressed bulb-T girders);

2. The use of a waterproof coating on all exposed concrete surfaces except the travelled roadway;

3. The use of epoxy coated reinforcing bars throughout; and

4. The use of low relaxation, bond-controlled, epoxy coated prestressing strand in the bulb-T girders.

EVALUATION PROCEDURE

The experimental project was to specifically investigate the condition of the epoxy coated prestressing strand in the yard, and its performance after stressing but before casting of the girders, during construction, and periodically for the first five years of service. At each post-construction inspection, the web and bottom flange surfaces of the girders will be observed for cracking, and the midspan deflection will be recorded relative to a fixed frame of reference. Additionally, the creep and the deflection of the girders will be monitored. These last two characteristics are considered as proof of proper bonding of the strands to the concrete.

Inspection vaults were constructed at Bent 1 and Bent 2 to allow monitoring for slippage of eight prestressing strands (four at each end) in beam number seven. The strands were left extended, and will be measured relative to a fixed reference point. The vaults, while strictly for research, added an additional $3,498.00 to the contract.

The specified five year period is probably insufficient to evaluate the coating's effectiveness in preventing corrosion, but it is long enough to determine any structural performance problems with girders containing epoxy-coated strands.

A Final Report will be submitted upon completion of these inspections.

PRECONSTRUCTION EVALUATION

On April 10, 1985, inspections were made of the epoxy coated strand as it emerged from the guide ring of its original shipping coil in the plant of the precaster. Most of the strand appeared to be coated uniformly, with fairly consistent grit impregnation and a surprising range of blue and blue-green colors.

In some areas on one coil, the coating had loose flakes underlaid by apparently tight coating, with less grit density and less apparent coating thickness between individual wires of the strand. With the removal of the loose material and verification of the underlying coating thickness and integrity, the strands were accepted for use in the middle of the section's bulb. The flaky appearance of the coating was perhaps due to the coil being rolled before the coating had cooled and hardened sufficiently, causing areas to adhere to the coating of adjacent strands on the coil.

Due to the abrasive surface of the coated strand, installing the strand after stirrups were in place would damage the epoxy coating on the stirrups. To prevent this, the strands were raised off the stirrups with temporary wooden blocks, which were removed after the strands were in place.

After casting, the epoxy strand could not be released until the concrete surface temperature cooled to approximately 120 degrees F. This caused no delay or additional expense, as the contractor was able to schedule stripping and form work during this time.

A girder cast the previous day was inspected for apparent cracking, spalling, and evidence of strand slippage, which would indicate bond failure. The initial camber was approximately 4", as compared to the prediction of 2-7/8". This excessive camber may have been due to excellent bonding or, because of the relatively early release time, the concrete may not have reached the anticipated elastic modulus. In either case, the large camber is indicative of adequate initial strand bonding.

A small number of very thin vertical cracks were observed near the "dead" end of the beam, possibly the result of horizontal friction in the supports resisting shrinkage, or stress differential during detensioning in the region where the strands had not been embedded and developed enough to introduce significant compression into the ends of the member. These cracks were considered insignificant by the State Inspectors.

Camber was measured upon release of the completed girders, and varied from 3-7/16" to 3-15/16". These values were compared to a predicted value of 2-7/8". Again, this large camber is indicative of excellent bond. After erection of the girders and before pouring the deck, camber measurements were repeated. The increase in values ranged from 3/4" to 1-11/16", and were reasonably consistent with the anticipated long term camber projections.

POST-CONSTRUCTION EVALUATION

Construction of the Hubbard Creek Replacement Bridge was completed September, 1985, as scheduled. As set out in the Work Plan, the finished deck grades have been regularly monitored. The maximum midspan deflection since January has been 0.01 feet. This indicates no loss of bond or slippage. No cracking was observed on the web or bottom flange surfaces of any girder.

From the inspection vaults, no measureable movements were detected of the strands left extended.

The inspections and monitoring of the deck and the girders will be continued through the fifth year of service. The data from these inspections will be recorded, analyzed, and included in the Final Report.

COST COMPARISON

The epoxy coated strand, "Flo Bond", is only available from Florida Wire and Cable Company. It is approximately $0.45/lin.ft., compared to $0.195/lin.ft. for the same strand uncoated. Using the epoxy coated prestressing strand on the Hubbard Creek Replacement Bridge added $14,030 to the $134,760 cost of the beams, amounting to 10.4% of the total cost of the beams, and 4.3% of the $326,555 price of the bridge.

Additionally, special chucks and jaws were required to handle the epoxy coated strands at the yard. These tools, while expensive, can be used again on any project utilizing epoxy coated strand. The one-time cost for these tools was $3,043.

No other costs which could be attributed to the use of epoxy coated strands were reported in casting the beams or during the field installation.

CONCLUSIONS

The use of epoxy coated strands caused no significant construction or casting problems. All evidence received supports the conclusion that epoxy coating of the prestressed strand does not cause any short term bonding difficulties. Monitoring will continue for the remainder of the five-year period; however, it is believed the greatest risk of bonding difficulties would occur immediately after casting and construction.

The use of epoxy coating on prestressing strand placed in coastal zone structures will be considered on all future installations. As more data is collected from this installation and NCHRP Project 4-15, we would expect to see the frequency of use increase.

9728

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-2-1(23)

Contract 9938, Work Completed October 18, 1985

Project Hubbard Creek Bridge

Highway Oregon Coast

County Curry

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-23-85
313

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR
Info | laves | R/D | D/R | Design | Act | File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
DEC 18 1985
OREGON DIVISION

734-2023 (2-85)

, 9938

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 12-105	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 2		County: Curry
		Project Number: BRF-2-1(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 852,189.00	$ 921,719.00
Federal funds	$ 681,750.00	$ 737,374.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale B. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 9, 1985

FEDERAL AID PROJECT NO. BRF-2-1(23)

HUBBARD CREEK BRIDGE
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (STA. 60+80 TO STA. 81+15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 16.00	450	$ 7,200.00	779	$12,464.00
Toe Trench Excavation	7.00	425	3,325.00	1,515	10,605.00
Embankment in Place	4.00	19,717	78,868.00	22,000	88,000.00
1"-0 Aggregate Base	8.30	11,759	97,599.70	13,937	115,677.10
Class C Asphalt Concrete	35.40	2,170	76,818.00	2,755	97,527.00
			$263,810.70		$324,273.10

	Increase	$ 60,462.40
Subtotal from estimate of June 10, 1985		739,552.20
	Subtotal	$ 800,014.60
	Engineering	120,001.40
	Total	$ 920,016.00

Length of Project 0.385 mi.

RETAIN IN RESERVE

Permanent Signing	All Required	$ 1,500.00
	Engineering	203.00
	Total	$ 1,703.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 920,016.00	$ 736,012.00	$ 184,004.00
Subtotal	$ 920,016.00	$ 736,012.00	$ 184,004.00
Reserve	1,703.00	1,362.00	341.00
Total	$ 921,719.00	$ 737,374.00	$ 184,345.00

Group 1 100%
Contract No. 9938
Prefix: 8-1940 PE
Prefix: C09938
Appn Code: 118
RLC:bkb

9938

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-629	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Curry
MODIFICATION NUMBER 1	6 1 : 15	Project Number: BRF-2-1(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **January 14**, 19 **85**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 817,546.00	$ 852,189.00
Federal funds	$ 735,620.00	$ 681,750.00
Other revisions		

This modification is made for the following reasons: **to include increase in construction costs and construction engineering, also to correct previous pro rata used.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ **For: H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 10, 1985

FEDERAL AID PROJECT NO. BRF-2-1(23)

HUBBARD CREEK BRIDGE
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (STA. 60+80 to STA. 81+15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Toe Trench Excav.	$ 7.00	104	$ 728.00	475	$ 3,325.00
8-Inch Drain Pipe	10.00	106	1,060.00	538	5,380.00
Loose Riprap Cl. 700	17.00	333	5,661.00	881	14,977.00
Filter Blanket	17.00	66	1,122.00	126	2,142.00
P.A. #2 Insp. Vaults	---	---	---	100%	3,498.00
			$ 8,571.00		$29,322.20

Increase	$	20,751.00
Total from estimate as of January 8, 1985		718,804.20
Subtotal	$	739,552.20
Engineering		110,933.80
Total	$	850,486.00

Length of Project 0.385 mi.

Retain in Reserve

Permanent Signing	All Required	$ 1,500.00
	Engineering	203.00
	Total	$ 1,703.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 850,486.00	$ 680,388.00	$ 170,098.00
Subtotal	$ 850,486.00	$ 680,388.00	$ 170,098.00
Reserve	1,703.00	1,362.00	341.00
Total	$ 852,189.00	$ 681,750.00	$ 170,439.00

Group 1 100%
Contract No. 9938
Prefix: 8-1940 P.E.
Prefix: 8-1074

Appn Code 118

DDB:bkb

9931

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
1-131	**FEDERAL-AID PROJECT AGREEMENT**	OREGON
	1-11-85	COUNTY: CURRY
		PROJECT NO.: BRF-2-1(23)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hubbard Creek Bridge #03339-009-30228

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-84	0.385
OTHER *(Specify)*		

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 817,546	$ 735,620

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1985

FEDERAL AID PROJECT NO. BRF-2-1(23)

HUBBARD CREEK BRIDGE
OREGON COAST HIGHWAY
CURRY COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (Sta. 60+80 to Sta. 81+15)

Mobilization	Lump Sum	All	Lump Sum	$ 53,746.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,250.00
Temporary Signs	Sq. Ft.	224	6.00	1,344.00
Temporary Barricades	Each	10	25.00	250.00
Temporary Plastic Safety Markers	Each	28	50.00	1,400.00
Flaggers	Hour	450	16.00	7,200.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	15,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
Toe Trench Excavation	Cu. Yd.	104	7.00	728.00
Embankment in Place	Cu. Yd.	19,743	4.00	78,972.00
Trench Excavation	Cu. Yd.	98	7.00	686.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	4,000.00
Watering	M-Gal.	170	9.00	1,530.00
Aggregate Base	Ton	11,780	8.30	97,774.00
Class "C" Asphalt Concrete	Ton	2,170	35.40	76,818.00
3/4"-0 Aggregate in Prime Coat	Ton	135	16.00	2,160.00
CSS-1 Asphalt in Prime Coat	Ton	13	198.00	2,574.00
12-inch Culvert Pipe	Lin. Ft.	333	14.40	4,795.20
18-inch Culvert Pipe	Lin. Ft.	46	19.00	874.00
Concrete Inlets, Type G-2M	Each	1	600.00	600.00
8-inch Drain Pipe	Lin. Ft.	106	10.00	1,060.00
Drain Backfill Material	Cu. Yd.	11	18.00	198.00
Guard Rail, Type 2A	Lin. Ft.	1,750	10.00	17,500.00
Guard Rail, Type 3	Lin. Ft.	100	21.00	2,100.00
Guard Rail Anchors, Type 1	Each	2	300.00	600.00
Rail End Pieces, Type C	Each	2	95.00	190.00
Extra for Asphalt Approaches	Each	10	200.00	2,000.00
Drainage Curbs	Lin. Ft.	20	4.00	80.00

Delineators, Type 2	Each	7	18.00	126.00
Delineators, Type 4	Each	5	12.00	60.00
Loose Riprap, Class 700	Cu. Yd.	333	17.00	5,661.00
Filter Blanket	Cu. Yd.	66	17.00	1,122.00
Seeding, Fertilizing and Mulching	Acre	3	750.00	2,250.00

STRUCTURE

Bridge Removal Work	Lump Sum	All	Lump Sum	23,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1,000.00
Structure Excavation	Cu. Yd.	115	5.00	575.00
Special Wall Backfill	Cu. Yd.	223	14.00	3,122.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	13,956.00
Furnish HP 12x53 Steel Piling	Lin. Ft.	1,992	13.50	26,892.00
Drive Steel Piles	Lin. Ft.	1,992	1.00	1,992.00
Structural Concrete, Class 3300 162 CY	Lump Sum	All	Lump Sum	34,260.00
Structural Concrete, Class 4500 189 CY	Lump Sum	All	Lump Sum	26,106.00
Coated Reinforcement 45,100 lb.	Lump Sum	All	Lump Sum	25,818.00
Concrete Sealing 27,900 SY	Lump Sum	All	Lump Sum	13,500.00
135'/140' Bulb-T Prestressed Beams	Each	7	19,251.50	134,760.50*
Reinforced Concrete Bridge End Panels	Sq. Yd.	178	61.50	10,947.00
Concrete Bridge Rail	Lin. Ft.	335	36.50	12,227.50
				$ 715,804.20

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,400.00
Temporary Pavement Striping	All Required	600.00
		3,000.00
	SUBTOTAL	$ 718,804.20
	Engineering	97,038.80
	TOTAL	$ 815,843.00

Length of Project ---------- 0.385 mi.

*Note: Includes bond-controlled epoxy-coated prestressing strands as an experimental feature.

RETAIN IN RESERVE

Permanent Signing	All Required	$ 1,500.00
	Engineering	203.00
	TOTAL	$ 1,703.00

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Structure	$815,843.00	$734,258.00	$81,585.00
Reserve	1,703.00	1,362.00	341.00
TOTAL	$817,546.00	$735,620.00	$81,926.00

Group 1: 100%
Contract No. 9938
Prefix: 8-1940 P.E.
Prefix: 8-1074

APPN CODE 118

WH:pf

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 4, 1985

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hubbard Creek Bridge Section
Oregon Coast Highway, Curry County
Contract No. 9938

This federal aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $88,000 or 11 percent.

In order to construct proper approach grades to the new structure and to properly handle traffic during stage construction, it was necessary to utilize additional quantities of aggregate base and paving materials. These added more than $38,600 to the cost of the project.

An insufficient quantity of embankment material was provided in the contract to construct the project to the line and grade established. Extra slope protection was also required when an approach fill extended into the active stream bed. These items added more than $25,000 to the cost of the project.

Smaller increases were also required in quantities of some drainage items and in the flagging required to protect the traveling public. Construction engineering charges overran due to the costs of properly monitoring, inspecting and documenting the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $88,000 to a new total of $905,545.27. This matter will be on the consent calendar for the December 17 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
J. J. Gix
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
FOR
Info | Inspect | R/W | D/R | Sig | Ltr | File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Hubbard Creek Bridge Section
Oregon Coast Highway, Curry County
Contract No. 9938

This federal aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $88,000 or 11 percent.

In order to construct proper approach grades to the new structure and to properly handle traffic during stage construction, it was necessary to utilize additional quantities of aggregate base and paving materials. These added more than $38,600 to the cost of the project.

An insufficient quantity of embankment material was provided in the contract to construct the project to the line and grade established. Extra slope protection was also required when an approach fill extended into the active stream bed. These items added more than $25,000 to the cost of the project.

Smaller increases were also required in quantities of some drainage items and in the flagging required to protect the traveling public. Construction engineering charges overran due to the costs of properly monitoring, inspecting and documenting the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $88,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
B. M. Walton
D. L. Trout

81-125-1387

9938

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HUBBARD CREEK BRIDGE		WEEK ENDING: NOV. 23, 1985
		SECTION PREFIX: CO9938
HIGHWAY: OREGON COAST		COUNTY: CURRY
NAME OF JOB: HUBBARD CREEK BRIDGE	KIND OF WORK: GRADING, PAVING & STRUCTURE	
CONTRACTOR: DONALD W. THOMPSON, INC.	CONTRACT NUMBER: 9938	FEDERAL AID PROJECT NUMBER: BRF-2-1(23)
DATE OF CONTRACT: Jan. 2, 1985	DATE WORK STARTED: Jan. 18, 1985	ESTIMATED COMPLETION DATE: Oct. 18, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 270	WORK DAYS USED / CALENDAR DAYS USED: 265.5
PROJECT AUTHORIZATION: $ 817,545.27	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $ 752,717.89	ENGINEERING AUTHORIZATION: $ 64,827.38 THIS WEEK 0.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 798,273.68	ENGINEERING COST TO DATE: $ 97,243.61	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 108
ESTIMATED PERCENT: OVERRUN XXXXX / UNDERRUN 6.0 %	PERCENT OF AUTHORIZATION: 150 %	DATE PROJECT WAS COMPLETED: OCT. 18, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.38	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,743 cy	11,915 tn	13,950	0.0	2,170 tn
TOTAL QUANTITIES CORRECTED TO DATE	19,910 cy	13,864 tn	14,325	0.0	2,748.11
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,910	13,864.00	14,325	0.0	2,748.11
AVERAGE DAILY QUANTITIES	0	320	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3339A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTR. NO: 9938 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK DATE NOV. 23, 1985

SUNDAY 17	~~NO ACTIVITY.~~
MONDAY 18	NO ACTIVITY.
TUESDAY 19	NO ACTIVITY.
20 WEDNESDAY	NO ACTIVITY.
21 THURSDAY	No ACTIVITY.
22 FRIDAY	NO ACTIVITY.
23 SATURDAY	NO ACTIVITY.

REMARKS

PROJECT COMPLETED OCT. 18, 1985. SECOND NOTIFICATION SENT.
SEMI-FINAL SENT IS 11/18/85. THIS IS THE LAST WEEKLY REPORT.

SIGNED _____ LOCATION Coquille, OR

E. D. MORRISON, PROJ. MGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

1938

JC

cc. OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT. HWY ENGR
NOV 7 '85

REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Curry	Oregon

IN COMPANY WITH

Frank Morrison, Proj. Manager; OSHD & G. K. Hossner, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-23-85	W. N. Bryant, Area Engineer	BRF-2-1(23)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	100 %

HUBBARD CREEK BRIDGE SECTION
OREGON COAST HIGHWAY
Grading, Paving and Structure

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of the construction of a 138 foot long by 40 foot wide structure, construction of approach embankment including aggregate base and asphalt concrete pavement, and the removal of the existing structure. The project also included the use and evaluation of epoxy coated strands used in the prestressed/precast beams.

A contract in the amount of $715,804.20 was awarded to Donald W. Thompson, Inc., North Bend, Oregon on January 2, 1985. Contract work began on January 18, 1985 and was completed in reasonably close conformance with the plans and specifications, including approved changes, on October 19, 1985 at a final estimated cost of $905,475.62 which includes $793,464.37 for original bid item work, $13,233 for work completed under approved price agreements, $4,500 for State Force work and $94,278.25 for construction engineering. A total of 265.5 days were used in completing the work as compared to the 270 days allowed under the contract.

The contractor has written a letter claiming that he removed more material on Stage II than shown on the plans. The State is presently reviewing this situation. All major significant overruns and underruns will be discussed in the final acceptance report.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with the specification requirements.

Based on the results of this inspection, final acceptance of the contract work is recommended.

#########

Form FHWA-1446A
(Rev. 2-84)

jc STATE COPY OSHD (Hunter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT. HWY ENGR
SEP 17 '85
REFER TO
Fredrickson
FOR
info | inves | R/D | D/R | Sign | Act | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Curry	Oregon 9/18

IN COMPANY WITH
Frank Morrison, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
August 30, 1985	W. N. Bryant, Area Engineer	BRF-2-1(23)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	81 %	81 %

HUBBARD CREEK BRIDGE SECTION
OREGON COAST HIGHWAY
Grading, Paving & Structure

NOTED
W. E. SCHWARTZ

At the time of this inspection the bridge work was complete except for removal of the old structure and the approach fills were complete except for paving. A crew was removing debris from the bridge deck and preparations were underway for constructing the prime coat on the north end of the new structure. The contractor plans to pave both approach fills next week, weather permitting, so traffic can be removed from the old structure.

While there is ample contract time remaing to complete the work, the need to remove the old structure as soon as possible is somewhat critical since this work must be completed by September 15, 1985. (No work is allowed in the creek channel after September 15).

All materials needed to complete the project have been produced. The project manager advised that this material as well as other materials incorporated into the work to date have been tested and/or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements.

During placement of the concrete deck the work was reviewed by both the Division Bridge Engineer and the designer as part of the quality construction of bridge decks. Based on the results of this inspection it was determined the concrete mix being produced was in conformance with specifications and the tests being performed were both adequate and in conformance with approved procedures.

The traffic control measures being employed at the time of this inspection was reviewed and found to be in reasonably close conformance with the approved traffic control plans and the MUTCD.

Form FHWA-1446A
(Rev. 2-84)

9938

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

DATE: September 25, 1985

TO: Corps of Engineers
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: General Permit for Fills in Navigable Waters

Section: Hubbard Creek Bridge
Highway: Oregon Coast
County: Curry

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

The proposed project is for replacement of an existing structure that is beyond rehabilitation with a new single-span prestressed concrete bridge. The new structure will be constructed on piling topped with a concrete cap with concrete wing walls at each end of the new structure. Loose riprap will be placed on the westerly slope under the bridge to control erosion. Riprap will not be necessary on the easterly slope. A detour will not be required.

Funding is available and the project should be advertised very shortly; therefore, you will be contacted before expiration of the required 90-day review period.

If additional information is needed or if there is problem, please contact Donald E. Keyes, telephone 378-6265, Salem.

FET:DEK:ge
Attachments

cc D. E. Wilken w/o attach
J. H. Versteeg "
W. J. Hart "
C. M. Gilmour "
D. E. Keyes w/attach

Versteeg
Anderson
6 cy Adams
cy Hurlburt
Edwards
Terpin
/ Trout
Wakerlin

RECEIVED
ROAD DESIGN SECTION

Do
Return
Bring Up
Action

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Curry	Oregon

IN COMPANY WITH

Alone but discussed w/Frank Morrison and R. L. Groff of DOT

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-27-85	H. A. Schell, Div, BR Engr. Original Signed by H. A. Schell Division Bridge Engr	BRF-2-1(23)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	38%	39%

HUBBARD CREEK BRIDGE SECTION
OREGON COAST HIGHWAY
GRADING, PAVING & STRUCTURE

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 15 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | File

vj 5/17

1. Grading 6% - The grading for Stage I is about complete except for the section on either end of the new bridge. Rip Rap is in place for the fill protection.

   Bridge 19% - Piles have been driven and the concrete abutments are poured up to the beam seats and are ready for the prestressed beams. All precast beams beams are complete and stored at the Morris Bros. Prestressing Plant at Harrisburg.

2. No work in progress.

3. The project has also an experimental phase which will evaluate expoxy coated prestressed strands used for the prestressed/precast beams. Some sections of strands were inspected. They were coated with a blue epoxy with imbedded grit to improve the bond. Mr. Groff inspected the beams in all phases of construction at Harrisburg, April 12, 1985.

   In girder 1 the initial camber exceeded 4" with a prediction of 2 3/4". There appears to be no slippage of the strand at release. This excellent bond characteristic might account in part for the increase in camber. All low relaxation bond controlled epoxy strand (manufactured by Florida Wire and Cable Co.) has a 30 mil uniform expoxy coating and is a high quality product. Grit seems fairly consistent.

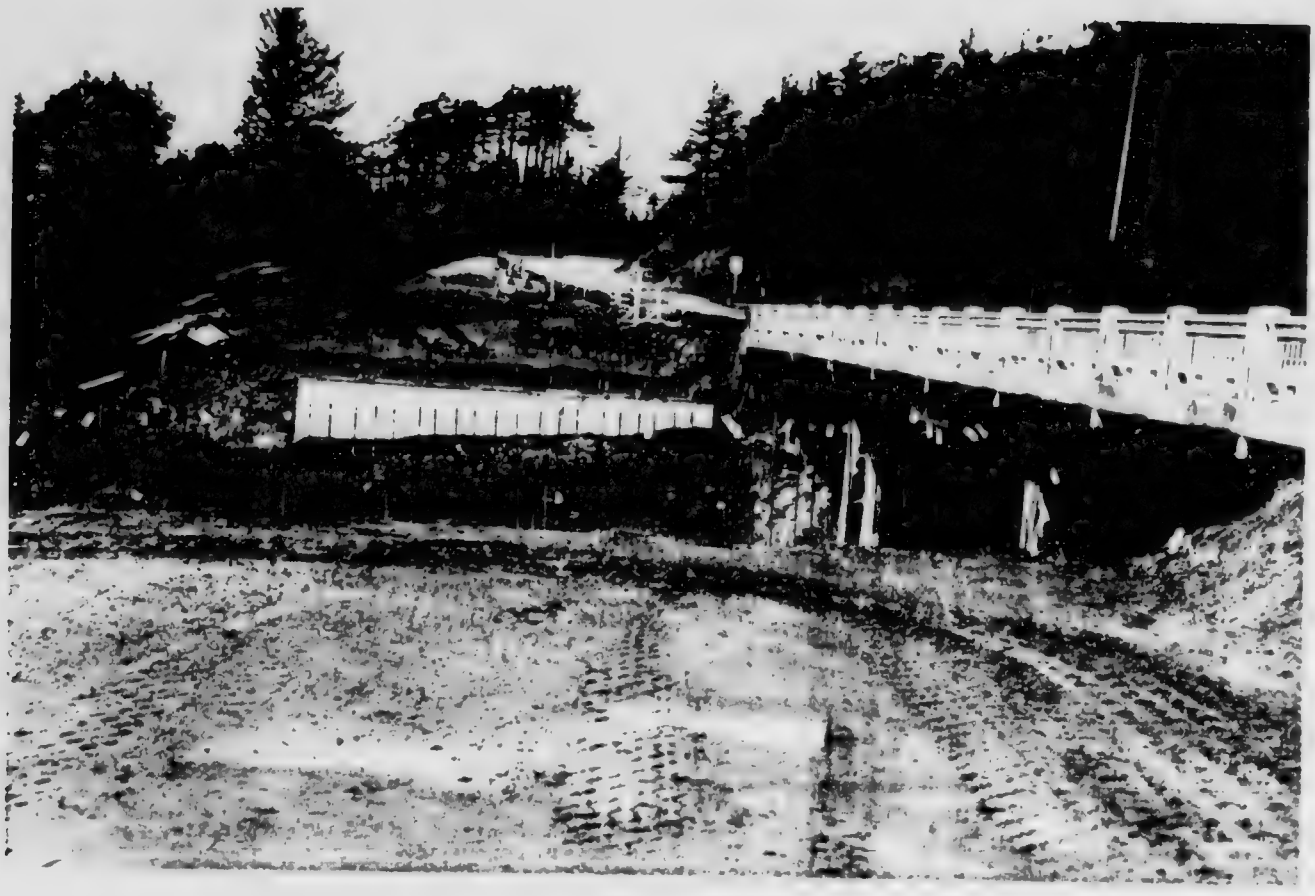
(Continued)

*U.S. GPO: 1985-466-568

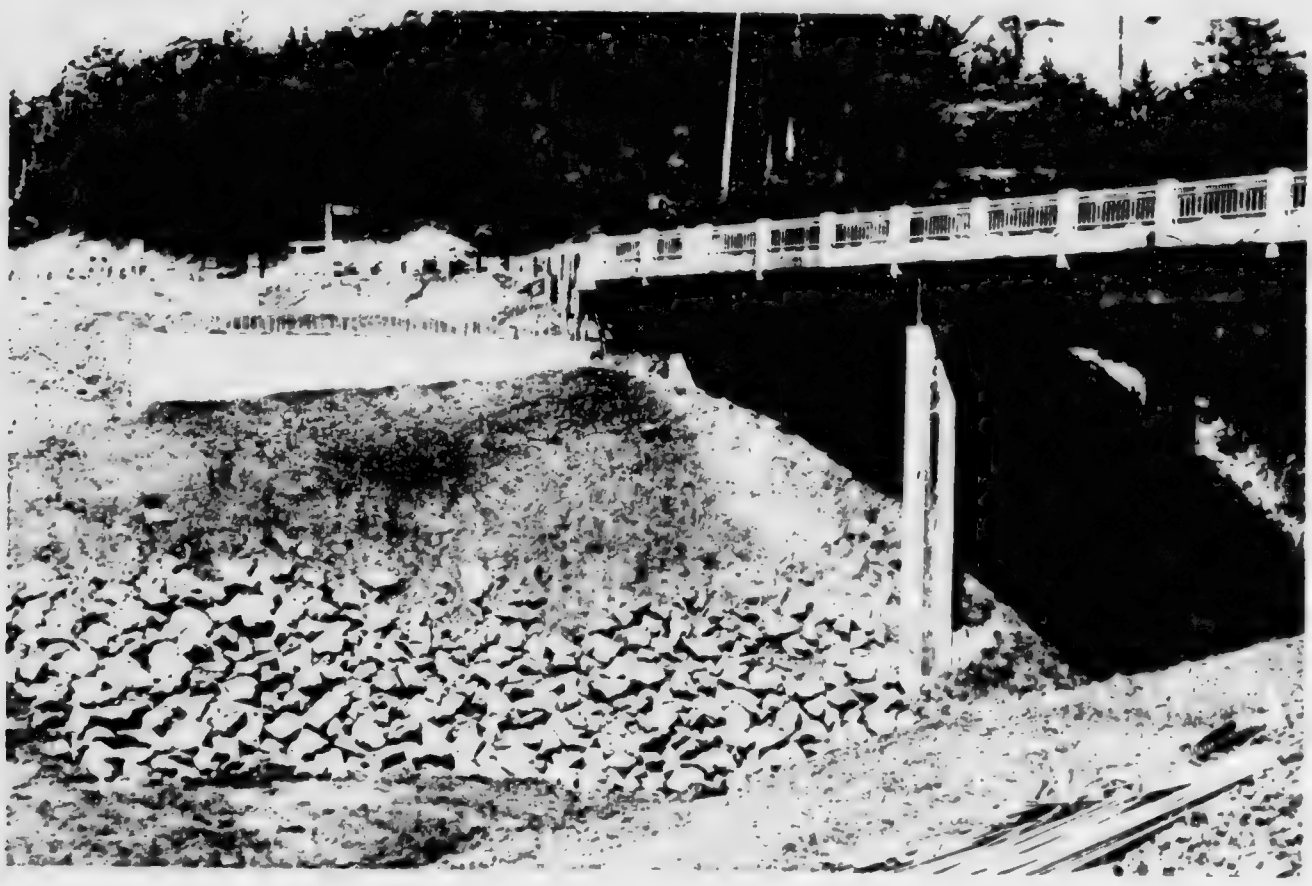
A price agreement of $3,500.00 has been issued for the vault construction (See Rev. 3, DWG 39932-140347 and 29728). This work might cause some delay in the contractor's progress.

The trench excavation has exceeded the original estimates of 104 cy to 457 cy. The contractor is concerned about the extra cost the subcontrtactor is charging for this work.

########

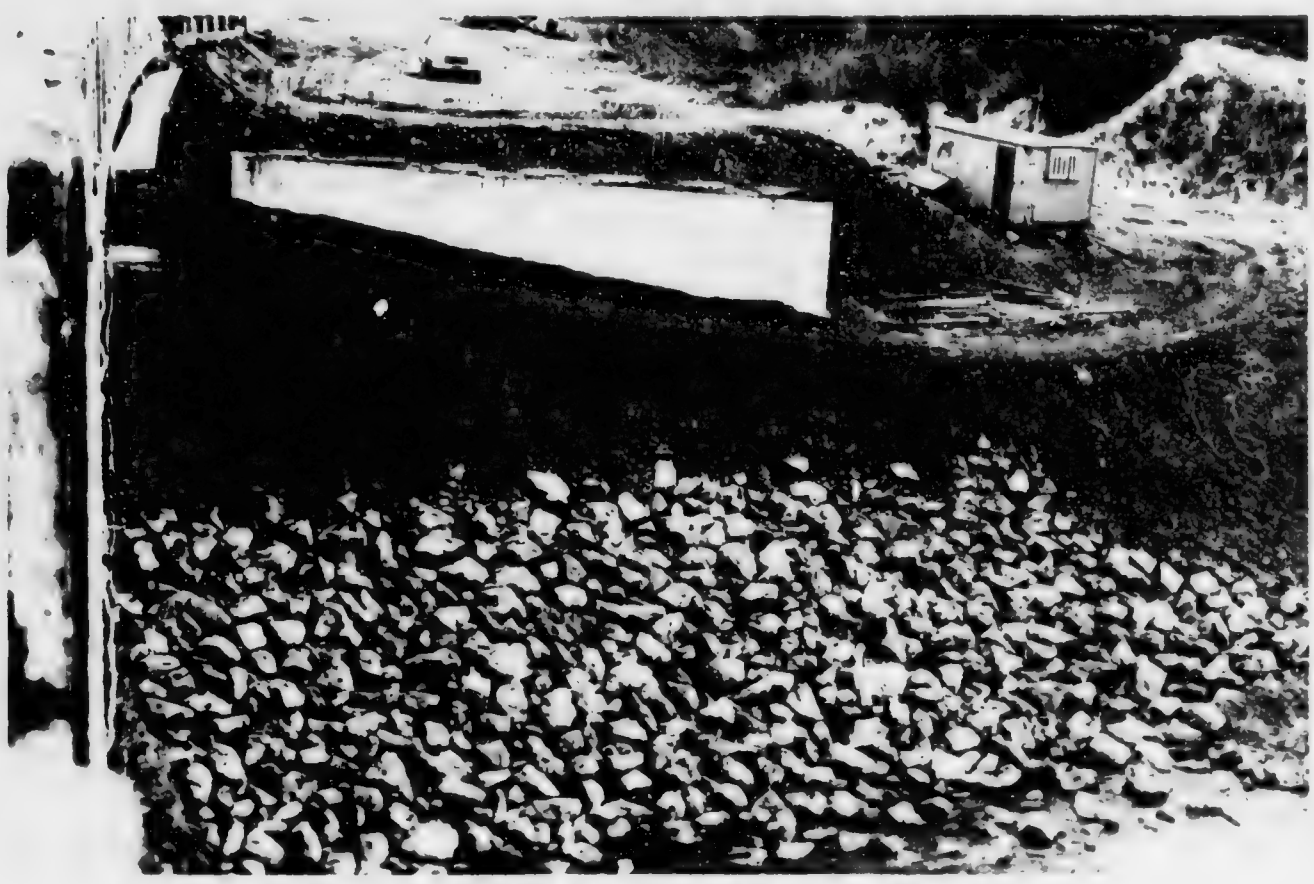


1. South Bound - North West Approach



2. Rip Rap Bent 1

3. South Bound - South West Approach



4. Rip Rap Bent 2

9938

FOSTER

L.B.FOSTER COMPANY

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

9938

SD-13473
Change order item 3

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

TO: Oregon Dept. Of Trans.
(Public Agency)
121 Transportation Building
Salem, Oregon 97310

Date: MAR 13 1985

#9938

TO: Donald W. Thompson
(Contractor)
P.O. Box 866
North Bend, Oregon 97459

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish New 12x53# Steel H-bearing Pile , New VB312 H-Pile Point, New VS412 H-Pile Splicer Sleeves 6ea. New VS412 H-Pile Splicer Sleeves For 12x53# Pile equipment or materials for a total estimated price of $ 40,000.00 Forty Thousand Dollars

For the building, structure, or other work of improvement located at:

Hubbard Creek Bridge
Curry, County, Oregon

RECEIVED
MAR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

no resp. rec.

Industrial Indemnity	Pruitt & Fisher Construction
BONDING 421 S.W. 6th Ave. Suite 600	P.O. Box 621
Portland, Oregon 97204	Coos Bay, Oregon 97420

By: A. M. Roberts
L. B. FOSTER COMPANY

STATE COPY

cc: OSHD (Mr Coulter) nig

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAR 28 '85

REFER TO Fredrickson
FOR

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Curry	Oregon

IN COMPANY WITH
Frank Morrison, Project Manager, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-6-85	Wallace N. Bryant, Area Engineer	BRF-2-1(23)

W. N. Bryant
Area Engineer

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	20 %	27 %

HUBBARD CREEK BRIDGE SECTION
OREGON COAST HIGHWAY
Grading, Paving, and Structure

NOTED
W. E. SCHWARTZ

This project provides for the construction of a 138-foot-long by 70-foot-wide structure, construction of approach embankment including aggregate base and asphalt concrete pavement, and the removal of the existing structure. A contract in the amount of $715,804.20 was awarded Donald W. Thompson, Inc., North Bend, Oregon on January 2, 1985. Work began on January 18, 1985.

To date approximately 55 percent of the embankment work has been completed along with approximately 10 percent of the drainage work, 20 percent of the material production, and 10 percent of the bridge work. No work was underway at the time of this inspection, due to problems encountered with the re-bar cut sheets (apparently they were incorrect and had to be done over).

All required piling (HP 12x5.3) were in place at the time of the review. The piling book indicates that all piles were driven to the required 70-ton minimum using a Kobe K-13 diesel hammer with a RAM weight of 2870 lbs. and an 8.86-foot stroke (25,428 ft-lbs of energy). The length of piling required was very close to the planned estimate for each bent. A total of 644 feet were required at Bent 1, as compared with the 648 feet estimated. A total of 1255 feet were required at Bent 2, as compared with the 1344 feet estimated.

Project records indicate that the embankment material, a fairly rocky material being obtained from a source located a short distance up Hubbard Creek, is being compacted to specified density requirement with no problems.

It is expected that work will begin again as soon as the re-bar cut sheets have been corrected. Since the project is somewhat ahead of schedule this minor delay should not result in any significant problems as regards finishing the project within the 270 calendar days allowed under the contract.

-WNB-

9930

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

TO: OREGON DEPT. OF TRANSPORTATION (Public Agency)
121 TRANSPORTATION BLDG
SALEM, OR 97310

Date: JAN 16 1985

SD13473

#9938

TO: DONALD W. THOMPSON (Contractor)
P.O. BOX 866
NORTH BEND, OR 97459

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish New 12 X 53# Steel H-Bearing Pile

equipment or materials for a total estimated price of $ 35,000.00
Thirty-five thousand dollars

For the building, structure, or other work of improvement located at:
HUBBARD BREEK BRIDGE
CURRY COUNTY, OR

CERTIFIED
P 537 769 243
MAIL

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:
Donald W. Thompson
P.O. Box 866
North Bend, OR 97459

BONDING CO.: Industrial Indeminity
421 S.W. 6th Ave.
STE. 600
Portland, OR 97204

By: A. M. Roberts
L. B. FOSTER COMPANY

no response nec

RECEIVED
JAN 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9938

January 14, 1985

Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

CON 5

#9938

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9938 for work on the Hubbard Creek Bridge Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp

Enclosure

cc: Industrial Indemnity Co.
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
F. D. Morrison

DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

December 21, 1984

RECEIVED
DEC 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

SUBJECT: HUBBARD CREEK BRIDGE SECTION

The following is a list of subcontractors and appropriate bid item information we plan to use on the above mentioned project to satisfy our 8% DBE participation.

Subcontractor: ARROW BROTHERS

Description	Unit	Quantity	Subcontract Unit Price	Amount Total
BI#8 Removal Obstructions	Lump	All	$ 700.00	$ 700.00
BI#23 GR-Type 2A	Lin Ft.	1750	11.00	19250.00
BI#24 GR-Type 3	Lin Ft.	100	10.00	1000.00
BI#25 GR-Anchors Type 1	Each	2	300.00	600.00
BI#26 Rail End Pieces T-C	Each	2	80.00	160.00
BI#31 Delineators Type 2	Each	7	25.00	175.00
BI#32 Delineators Type 4	Each	5	12.00	60.00
Bridge Connections	Each	4	450.00	1800.00
Total Subcontract ARROW BROTHERS=		3.25%		$23745.00

Subcontractor: PRUITT & FISCHER

BI#39 Furnish Steel Piles	Lin Ft.	1992	$ 15.70	$31274.40
BI#46 Rein. Con. End Panels	Sq. Yd.	178	61.50	10947.00
Total Subcontract PRUITT & FISCHER=		5.90%		$42221.40
Total DBE% and Subcontracts		9.15%		$65966.40

Note: Item #39 requires the subcontractor to handle piles on jobsite and to do all field welding of splices and pile tips.

We are hopeful this letter provides you with all the necessary DBE information.

Should you have any questions regarding any of the information as stated above please feel free to contact our office at any time.

Respectfully,

DONALD W. THOMPSON, INC.

David W. Thompson
President

cs

RECEIVED
DEC 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Xerox recd hand delivered 12/26/84

CON 19-1
Hubbard
C4

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-2-1(23)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40033

2A. COUNTY NAME: Curry

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Elem	Right

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	Primary 2	Primary 9

10. GENERAL LOCATION:

Hubbard Creek Bridge #03339-009-30228

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 11/19/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11/26/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $936,844; Federal Funds $749,474.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/4/84	D. K. Hoffman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9132

CON 19-1
Hubbard

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

November 16, 1984

IN REPLY REFER TO

HPR.1-OR/430.2

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Hubbard Creek Bridge
BRF-2-1(23) - Experimental Project

We have reviewed the work plan for the use of bond-controlled epoxy-coated prestressing strands in the subject bridge and approved its use as an experimental feature. Our Division office contact person is Mr. Herb Schell.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgrm Mgmt)
OSHD (C. Laux, Prgrm Section)
Region (O. Haselton, HPP-010.6) w/cy Work Plan
Wash, DC (HHO-40) w/3 cys Work Plan

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 19 '84
REFER TO
Hunter
FOR
Info | Invest | R/O | D/R | Sign | Act | File

9938

N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Steve McNab
Specifications Unit

DATE: November 9, 1984

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: Hubbard Creek Bridge
Curry County

Please note provisions on the attached letter Curry County will require in the specifications for this project.

CG:lm

Attachment

cc: Walt Hart w/attach

Work copy

RECEIVED
NOV 14 1984
ROAD DESIGN SECTION

_____Versteeg
_____Anderson
_____Adams
_____McNab
_____Edwards
_____Terpin
_____Trout
_____Wakeley

Do Not File ☐
Return To _____
Bring Up _____/_____/_____
Action _____

81-125-1387

Mack Arch on the Curry Coast
COUNTY OF CURRY
PLANNING COMMISSION
BOX 746
GOLD BEACH, ORE. 97444

November 5, 1984

Oregon Department of Transportation
Highway Division
Room 140, Transportation Building
Salem, Oregon 97310

Gentlemen:

RE Application C-8429
Map 33-15-9A; Tax lot
Right-of-Way, Hwy 101

Following a public hearing on November 1, 1984, the Curry County Planning Commission approved your conditional use application and, unless appealed, authorization is herby granted for construction of a highway bridge across Hubbard Creek on existing highway right-of-way on the above referenced property in a Public Facilities (PF) zone subject to the following conditions:

1. Construction of the facility, and excavation in particular, be carried out in a very cautious manner so that if any archeaological or historical material is encountered it will not be damaged or lost.

2. That if any archeological or historical material is encountered during construction then work cease immediately and the following persons be notified:

   a) Dudley Rankin - Park Manager, Humbug Mt. State Park, Port Orford, Oregon 97465;

   b) John Phillips - State Parks Coordinator; Coos Bay, Oregon 97420;

   c) Leland Gilson - State Historic Preservation Office; Salem, Oregon

3. Compliance with all applicable agency requirements.

An action of the Planning Commission may be appealed to the Board of County Commissioners by filing written notice with the Curry County Clerk within 15 days from the date the decision was rendered. If no appeal is taken within this period of time, the decision of the Planning Commission is final.

Sincerely,

Rosalie M. Gaither
Acting Secretary

Copy to Jim Gix, Region Engineer
Jack Ayres, Ore. State Hwy Div.

CON 19-1
Hubbard Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 1 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.:
PLA 6-10-1

October 30, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL S.
WALTER J. HA...
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Proposed Experimental Status for
Hubbard Creek Bridge Replacement

Enclosed for your review and approval are six copies of a Work Plan for evaluation of the performance of bond-controlled epoxy-coated prestressing strands in the Hubbard Creek Bridge replacement structure, which is on the Oregon Coast Highway (US101) about one mile south of Port Orford, Oregon. The only bond-controlled epoxy-coated prestressing strand at present is manufactured by Florida Wire and Cable Company under the trade name of "FLO-BOND".

The Hubbard Creek Bridge project is a replacement for a forty-year old reinforced concrete structure that has deteriorated and is thoroughly permeated with chlorides borne of ocean spray. Due to its suitable span, its proximity to the surf, and its past record of environmental corrosivity, this bridge site was chosen as an ideal location to test the effectiveness of epoxy coating on prestressing strands.

An estimate of the additional cost of these epoxy-coated strands is included in the Work Plan. Also included is an estimate of the cost for the detailed performance evaluation.

Please let us know if any additional information is needed to initiate a task order.

RLG:jrb

Enclosure

cc: E. S. Hunter
John Wood
Gordon Beecroft
J. J. Gix
Jack Sullivan
Frank Morrison

Form 734-3122

9938

N

11-7-84

THE CURRY COUNTY PLANNING COMMISSION

IN AND FOR THE COUNTY OF CURRY

In the matter of the)
Oregon Dept. of)
Transportation for a)
Conditional Use)

NOTICE OF HEARING

The Curry County Planning Commission will hold a public hearing for the conditional use application of Oregon Department of Transportation-Highway Division at 8:00 p.m, Thursday, November 1, 1984 in the courthouse basement, Gold Beach, Oregon 97444.

The request is for replacing a deteriorated highway bridge across Hubbard Creek approximately 3/4 mile south of Port Orford on property described as Map 33-15-9A; Highway right-of-way at Hubbard Creek.

Written testimony may be submitted by writing the Curry County Planning Commission; P.O. Box 746; Gold Beach, OR 97444. All are welcome to be heard.

For further information, call 247-7011, ext. 285.

Rosalie Gaither, Acting Secretary
Curry County Planning Commission

Publish: October 24, 1984

Versteeg
Anderson
Adams
Edwards
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do not File
Bring Up
Action

ROSEBURG REGION
RECEIVED
OCT 22 1984

RDS	RTS	ATS		RSA
RLE	GEO	RBI	RAS	AA

CON 17-1
Hubbard
Cr.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRF-2-1(20)
Hubbard Creek Bridge-Oregon Coast Highway
Curry County

We have reviewed Mr. Backstrand's September 11 submittal for the Hubbard Creek (Br No 3339A) Bridge in Curry County. We agree with the alternate 4 selection as described in the letter. Please proceed with the design.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (J Backstrand)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
3339A

September 11, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
SEP 11 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: Walter J. Hart, P.E.
Bridge Engineer
ORIGINAL SIGNED
GERALD E. BACKSTR
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Hubbard Creek Bridge
Oregon Coast Highway
Curry County
BR 3339A

Enclosed are two reduced prints of Drawings 39581 and 39497 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the hydraulic and foundation reports.

The alignment has been shifted to the south, the ocean side, enough to allow the existing bridge to be used to handle traffic during construction. This also improves the alignment of the highway. The 40-foot roadway width is in accordance with the standards for this highway. The elevation is approximately the same as the existing bridge. The length is required to span Hubbard Creek with a minimum of fill into the creek.

We considered four alternates listed below with the costs. The estimates are based on approximate quantities and include an allowance for engineering and contingencies.

	ALTERNATE	COST
1.	162-foot single-span, post-tensioned box girder with low abutments and short wingwalls	$536,000
2.	47-88-47 foot precast, prestressed girders with low abutments and 2 single column piers	$473,000
3.	162-foot single-span of two 81-foot precast, prestressed girders post-tensioned together with low abutments and short wingwalls	$512,000

Form 734-3122

ALTERNATE	COST
4. 138-foot single-span precast, prestressed girders with medium height abutments and 20-foot long wingwalls	$428,000

We selected Alternate 4, estimated to cost $428,000, as being least expensive and having no piers in the stream which is subject to tidal action.

The hydraulic report had as one alternate a 26-foot diameter structural plate pipe. The foundation report lists five objections to the pipe, and in addition, we do not feel that a steel pipe will last in this coastal environment.

All the reinforcing steel in the structure will be epoxy coated with additional clearance where possible, and a waterproofing seal will be applied to all concrete surfaces.

We request your approval of our preliminary plan.

JMT:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
Jim Gix /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

CON 19-1
Hubbard Cr.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-2-1(20)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Curry

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40033

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/27/84	Primary 2	Primary 9

10. GENERAL LOCATION:

Hubbard Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/21/84 I approve the revised Preliminary Engineering costs to a TEC of $54,000; Federal Funds $43,200.

(Increase TEC $5,000; Federal Funds $4,000)

RECEIVED
STATE HWY ENGR
JUN 29 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. to
7/2

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/27/84	D. K. Hoagmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 17-1

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-2-1(20)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Curry

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-20-84

4. PROGRAM NO.:

5. ITEM NO.: 40033

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/20/84

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Hubbard Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/15/84 I apprcve the revised Preliminary Engineering costs to a TEC of $49,000 - Federal Funds $39,200.

(Increase TEC $13,000 - Federal Funds $10,400)

Orig. to 3/29

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE: 3/20/84

15. SIGNATURE OF APPROVING OFFICIAL: Robert B. Galloway

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9751

9W

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Curry County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
HUBBARD CREEK BRIDGE #3339

REGION
3

Ore. Coast Hwy. **SURVEY AUTHORITY**

AUTHORIZATION NO. 2 | PREFIX 8-1940 | DATE 3-19-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		400
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		2,500
906 BRIDGE DESIGN		15,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 49,000
PREVIOUS AUTHORIZATION		$ 36,000
ADD. AUTH. REQUIRED		$ 13,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-2-1(20)

LOCATION ENGINEER'S REMARKS

Additional funds are required for function 901 field costs. Difficulties in tying the existing centerline alignments to the preliminary line, monuments which could not be recovered, unforseen travel time, and extremely heavy brush substantially reduced the productivity of the field crews.

1 Versteeg ✓
Anderson
C.Y. Adams
C.Y. Bisenab
2 Edwards E
Terpin
3 Trout
C.Y. Wakerlig

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Bring Up

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Norman S. Davis	3-19-84	X	3/26/84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	3-21-84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X	3/20/84		

734-1914 (7-82)

9932 CON 19-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-1(20) Hubbard Cr.

2. STATE PROJECT NO. See below

5. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-20-83

4. PROGRAM NO.

5. ITEM NO. 40033

2A. COUNTY NAME: Curry

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-20-83

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

HUBBARD CREEK BRIDGE (PORT ORFORD - OREGON COAST HIGHWAY) BRIDGE #3339

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $36,000; FF $28,800

13. REMARKS

As requested by Mr. Swan's PEA dated October 13, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 10/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-20-83	G. K. Hoover	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Hubbard Creek Bridge #3339

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 8-1940

DATE: 9-21-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 7,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 300
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		400
903	LOCAL GOVERNMENT			918	LOCATION		1,000	935	SOILS		500
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		500
905	FINAL DESIGN		2,000	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		2,500
906	BRIDGE DESIGN		15,000	921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		1,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		1,500	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES		100				
									TOTALS	$	$ 36,000
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER: BRF-2-1(20)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for reconstruction of the Hubbard Creek Bridge by contract methods.

1 Versteeg
2 Anderson
Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molley

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Ltr on Prelim 6 & HP pt.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Steve Fitzgerald	9-22-83	X	10/21/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X L. K. Welsh	9-23-83	X	10-21-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		10-20-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

HBB 0001

KEY ID # 1402

SECTION: Hubbard Creek BRIDGE

REGION: 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
9	Oregon Coast	FROM 302.26 TO 302.30	0.04

☐ URBAN ☒ RURAL	CITY	COUNTY	ROAD/STREET NAME
		Curry	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
101	FAP 2	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ ~~40~~ 36	
RIGHT OF WAY	$	
ROADWAY	$ 4	
STRUCTURES	$ 360	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 40	
	$	
40% ENGINEERING & CONTINGENCIES	$ 161,600	
TOTAL CONSTRUCTION	$ 565.6	
TOTAL ESTIMATE	$ ~~605.6~~ 601.6	

PROJECT DATA

GRADING (✓)	✓	
PAVING (✓)	✓	
STRUCTURES (✓)	✓	
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	7	
WORK TYPE (1-12)	5	

RIGHT OF WAY

FILES (#)	0	
ACRES (#)	0	
RELOCATIONS (#)	0	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	~~S~~
RIGHT OF WAY ACQUISITIONS	(S,C,A)	~~S~~

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1 / 88	HBR FAP	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	3600	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Concrete structure constructed in 1942 has reached a salt saturated state that makes it no longer feasible to rehabilitate.

PROPOSED SOLUTION

Construct a modern structure using exposure resistant techniques to provide highway and bike path facility.

	DATE
REQUESTED REGION ENGINEER X C.X. Wilson	2-9-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	

DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Hubbard Creek Bridge

REGION

3

PROJECT JUSTIFICATION

Structure is beyond rehabilitation from salt intrusion. Structure was repaired in early 70's and is now comparable to Cook's Chasm and Waldport. Replacement is inevitable if we are to avoid load rating.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Hubbard Creek Bridge #3339

REGION: 3 9-21-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N/S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0 NEW (#)	0
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES: Unknown

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	DESIGN STANDARDS
						55 MPH	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING		3.5			1			12	0	12			1			3.5	
					8			12	0	12			8				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	165'	40'	$360,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

R/W 5B-2-15 Port Orford-Brush Cr. (1935)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Hubbard Creek Bridge #3339

REGION: 3 — 9-21-83

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

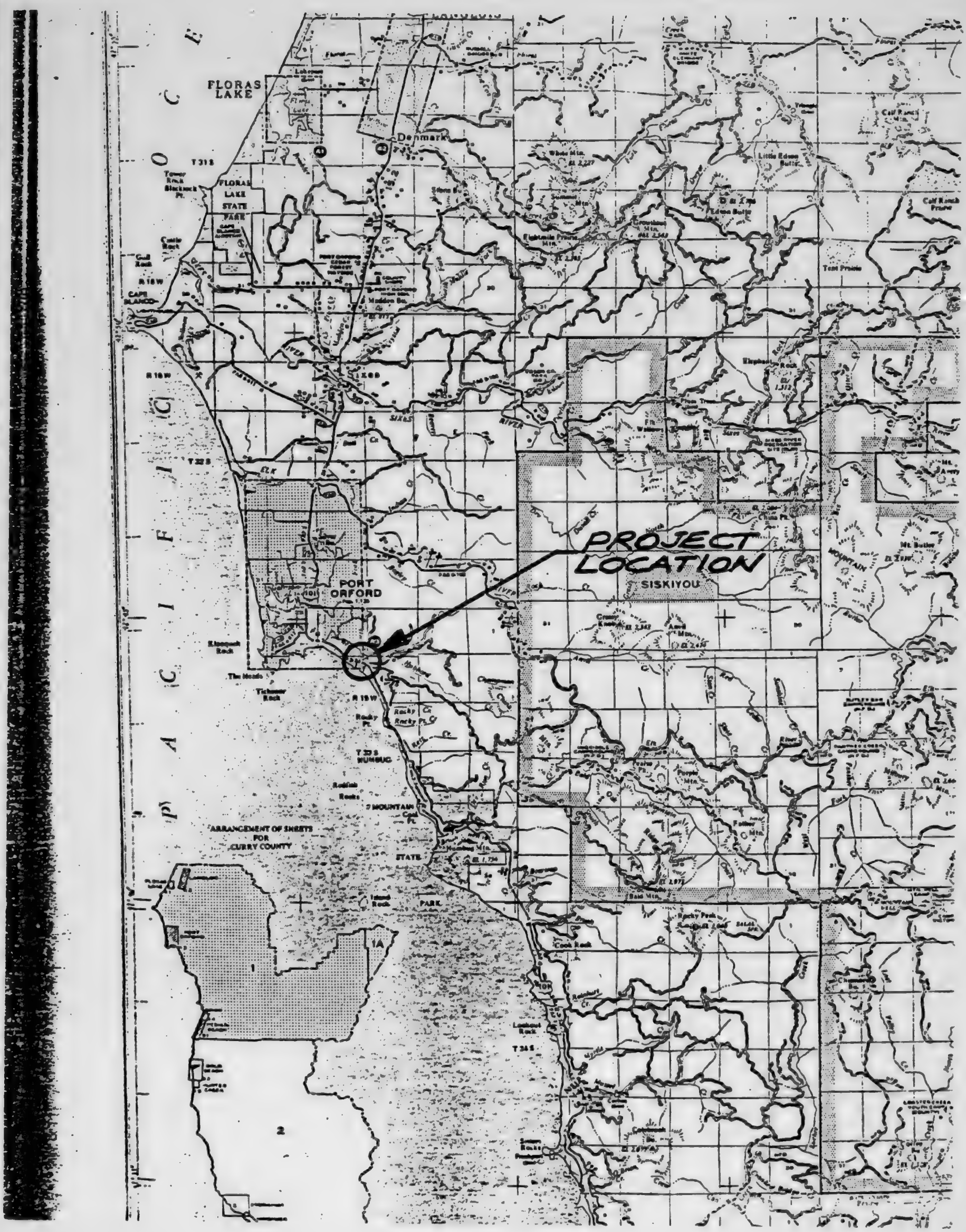
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) See back

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X [signature] 9-22-83	440-3399	


PACIFIC OCEAN
FLORAS LAKE
Denmark
FLORAS LAKE STATE PARK
PORT ORFORD
PROJECT LOCATION
SISKIYOU
ARRANGEMENT OF SHEETS FOR CURRY COUNTY
STATE PARK
T31S
T32S
T33S
T34S
R15W
R16W
R17W
R18W
R19W
1
1A
2

1985 Goshen-Cottage Grove (N.B. 9939 Lanes) Sec., Pac. Hwy. (Grad., pav., struc., illum., landsc.)

C4A 9138 3-6-87

Oregon

DEPARTMENT OF
TRANSPORTATION

OFFICE OF THE
DIRECTOR

FILE CODE:
ADM

August 19, 1993

Holly Oakley
US Bank-Bear Creek Bridge
17000 Avondale Way NE
Redmond WA 98052

Re: Goshen Cottage Grove Section, ODOT Contract #9638
Elkhead Road Interchange-Rice Hill Interchange
ODOT Contract #9930
Goshen-Cottage Grove (NB Lanes), ODOT Contract #9939

I have been advised by Dick Yetter, ODOT Labor Compliance Officer, that the labor issue which resulted in a security deposit with your bank has been resolved in favor of the contractor--Wildish Corvallis Construction Company. This is security deposit #26-20000138 in the amount of $21,925.97.

By this letter, I am authorizing your bank as trustee of the funds to release them to Wildish Corvallis Construction Co. as specified in the Agreement for Deposits In Lieu of Alleged Underpayment of Wages and Fringe Benefits.

Please provide confirmation of disbursement of the funds to Dick Yetter, ODOT Labor Compliance Officer, Contract Administration Unit, Department of Transportation, 2950 State Street, Salem, Oregon 97310.

William Anhorn
Deputy Director

bc: Tom Lulay
Wayne Cobine
Dick Yetter
Fran Neavoll

RY: sb

135 Transportation Bldg.
Salem, OR 97310
(503) 378-6388

STATE OF OREGON INTEROFFICE MEMO

DEPARTMENT OF TRANSPORTATION - OPERATIONS SUPPORT SECTION **378-6528**

FILE: CON 4

DATE: August 13, 1993

TO: Ken Karnosh
Contract Administration Engineer

FROM: Dick Yetter
Labor Compliance Officer

SUBJECT: Goshen-Cottage Grove Section
ODOT Contract #9638
Elkhead Road Interchange - Rice Hill Interchange
ODOT Contract #9930
Goshen-Cottage Grove (NB Lanes)
ODOT Contract #9939

Attached is a copy of the deposit agreement executed in February 1987 to guarantee the availability of funds to pay potential claims arising from Concrete Products, Inc. alleged labor provision violations on the above referenced contracts.

Tom Neunaber, FHWA Region 10 Contract Administration Engineer has determined Concrete Products was not in violation of the contract labor standards. In accordance with the agreement we should notify the trustee to release the funds to Wildish Paving Co., DBA Wildish Corvallis Construction Co. at the time the labor issue arose.

Paragraph 7 of the "agreement" specified the deposit may be released only upon written authorization of the State Highway Engineer.

Authorization to release the deposit should be directed to:

Ms. Holly Oakley
US Bank of Washington
Bear Creek Branch
17000 Avondale Way NE
Redmond, WA 98052

Also attached is a copy of the time deposit receipt.

RY:dp
goshen.ry

Attachment

731-0281 (6-86)

9939

J

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-31	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Lane
MODIFICATION NUMBER 1	2-7-89	Project Number: IR-5-3(132)174

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Nov. 11 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,006,986.00	$ 10,613,539.00
Federal funds	$ 10,150,642.00	$ 9,782,271.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of FEB , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph R Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX By FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 31, 1989

Federal-aid Project No. IR-5-3(132)174

Goshen-Cottage Grove (N.B. Lanes) Section
Pacific Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 25+00 thru EQ 121+27.10 Bk. = 121+49.22, Ah. thrug EQ 204+70.89 Bk. = 204+55.33, Ah. thru EQ 375+56.56 Bk. = 375+68.24, Ah. thru EQ 482+30.24 Bk. = 482+01.38, Ah to Sta. 721+70)

Subtotal from previous estimate of January 8, 1985	$ 9,196,641.00
Decrease in Construction Costs	(399,447.00)
Subtotal	$ 8,797,194.00
Engineering	1,149,580.00
Total	$ 9,946,774.00

Type Code X021
Structures (Br. Nos. 7736B, 7738B, 7740C, 7743B, 7745A, 7756A, 7757A, 7793A, 7828A, 7871A, and 7829A)

Total from previous estimate of January 8, 1985 $ 460,965.00

Type Code Y030
Illumination

Total from previous estimate of January 8, 1985 $ 175,000.00

Length of Roadway	12.816 mi.
Length of Structures	0.381 mi.
Cost of Roadway Per Mile	$776,121.56

Retain in Reserve

Total from previous estimate of January 8, 1985 $ 24,300.00

Nonparticipating Items

State Responsibility for Damages	All Required	$ 6,000.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	044	$ 9,946,774.00	$ 9,172,914.00	$ 773,860.00
Structures	044	460,965.00	425,102.00	35,863.00
Illumination	044	175,500.00	161,846.00	13,654.00
Nonparticipating	---	6,000.00	---	6,000.00
SUBTOTAL		$10,589,239.00	$ 9,759,862.00	$ 829,337.00
Retain in Reserve	044	24,300.00	22,409.00	1,891.00
TOTAL		$10,613,539.00	$ 9,782,271.00	$ 831,268.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9939
Prefix: 620-1902 (P.E.)
Prefix: 620-1098

DCN:bkw

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE: OREGON COUNTY: LANE PROJECT NO.: IR-5-3(132)174
I-158		

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Goshen-Cottage Grove (Northbound Lanes) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-84	13.18
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,006,986	$ 10,150,642

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1985

FEDERAL AID PROJECT NO. IR-5-3(132)174

GOSHEN-COTTAGE GROVE (N.B. LANES) SECTION
PACIFIC HIGHWAY
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. 25+00 thru EQ 121+27.10 BK = 121+49.22 Ah. through EQ 204+70.89 BK = 204+55.33 Ah. thru EQ 375+56.56 BK = 375+68.24 Ah. thru EQ 482+30.24 BK = 482+01.38 Ah. to Sta. 721+70)

Furnishing Field Laboratory	Each	1	5,000.00	$	5,000.00
Mobilization	Lump Sum	All	Lump Sum		971,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		10,000.00
Temporary Signs	Sq. Ft.	1,573	15.00		23,595.00
Temporary Barricades	Each	75	50.00		3,750.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	35,100	0.01		351.00
Moving Temporary Concrete Barriers	Lin. Ft.	123,000	0.01		1,230.00
Temporary Illumination	Lump Sum	All	Lump Sum		62,000.00
Temporary Plastic Safety Markers	Each	140	50.00		7,000.00
Temporary Delineators	Each	120	25.00		3,000.00
Sequential Arrow Signs	Each	4	3,500.00		14,000.00
Flaggers	Hour	3,000	1.00		3,000.00
Stripe Removal	Lin. Ft.	86,500	0.50		43,250.00
Temporary Striping	Lin. Ft.	85,000	0.10		8,500.00
ROADWORK					
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		25,000.00
Ditch Excavation	Cu. Yd.	1,260	6.00		7,560.00
General Excavation	Cu. Yd.	87,200	5.00		436,000.00
Extra for P.C.C. Pavement Removal	Sq. Yd.	172,750	1.50		259,125.00
Reconstructing Earth Mounds	Each	21	1,000.00		21,000.00
Cold Plane Pavement Removal	Sq. Yd.	5,765	3.00		17,295.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		40,000.00
Watering	M-Gal.	400	20.00		8,000.00
Aggregate Base	Ton	600	6.50		3,900.00
Aggregate Shoulders	Ton	23,500	6.50		152,750.00
Cement Treated Base Mixture	Ton	104,025	12.00		1,248,300.00
Portland Cement in CTB Mixture	Ton	5,720	12.00		68,640.00

Class "B" Asphalt Concrete Mixture	Ton	28,300	25.00	707,500.00
Asphalt Cement in Mixture	Ton	1,700	25.00	42,500.00
Asphalt in Tack Coat	Ton	20	300.00	6,000.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	203,150	20.00	4,063,000.00
Reinforced Concrete Pavement	Sq. Yd.	3,150	40.00	126,000.00
Pavement Terminal Anchors	Lin. Ft.	1,248	100.00	124,800.00
Terminal Expansion Joints	Lin. Ft.	598	150.00	89,700.00
Longitudinal Joint Sealing	Mile	25.6	2,500.00	64,000.00
Surfacing Drains	Lin. Ft.	67,640	3.00	202,920.00
Surfacing Drain Outlets	Each	171	250.00	42,750.00
Guard Rail, Type 2A	Lin. Ft.	16,290	10.00	162,900.00
Guard Rail, Type 3	Lin. Ft.	1,050	12.00	12,600.00
Guard Rail Anchors, Type 1	Each	22	300.00	6,600.00
Guard Rail Anchors, Type 1 Modified	Each	28	300.00	8,400.00
Rail End Pieces, Type "B"	Each	7	100.00	700.00
Rail End Pieces, Type "C"	Each	22	100.00	2,200.00
Bridge Connections	Each	48	200.00	9,600.00
Extra for Asphalt Approaches	Each	20	250.00	5,000.00
Concrete Barrier	Lin. Ft.	200	30.00	6,000.00
Delineators, Type 1	Each	171	25.00	4,275.00
Delineators, Type 2	Each	270	25.00	6,750.00
Delineators, Type 3	Each	60	30.00	1,800.00
Delineators, Type 4	Each	20	20.00	400.00
LANDSCAPING				
Seeding, Fertilizing and Mulching	Acre	5	600.00	3,000.00
Furnishing and Planting Shrubs	Each	1,680	10.00	16,800.00
Bark Mulch	Unit	20	200.00	4,000.00
				$ 9,163,441.00
ANTICIPATED ITEMS				
Permanent Pavement Striping & Buttons		All Required		$ 25,000.00
On-the-Job Trainees ($0.80 x 4,000 hrs.)		All Required		3,200.00
Temporary Erosion Control		All Required		5,000.00
				$ 33,200.00
			SUBTOTAL	$ 9,196,641.00
			Engineering	1,149,580.00
			TOTAL	$10,346,221.00
TYPE CODE X021				
STRUCTURES (BR. NOS. 7736B, 7738B, 7740C, 7743B, 7745A, 7756A, 7757A, 7793A, 7828A, 7871A and 7829A)				
Structural Concrete, Class 3300	Cu. Yd.	22	200.00	$ 4,400.00

Reinforcement	Lb.	1,450	0.50	725.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	2,075	40.00	83,000.00
Class 1 Preparation	Sq. Yd.	7,700	5.50	42,350.00
Class 2 Preparation	Sq. Yd.	826	48.00	39,648.00
Furnish Latex-Modified Concrete	Cu. Yd.	459	326.00	149,634.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	7,700	11.00	84,700.00
Concrete Bridge Rail	Lin. Ft.	65	50.00	3,250.00
Poured Joint Seals	Lin. Ft.	204	10.00	2,040.00
			SUBTOTAL	$ 409,747.00
			Engineering	51,218.00
			TOTAL	$ 460,965.00

TYPE CODE Y030
ILLUMINATION

Removal of Existing Illumination	Lump Sum	All	Lump Sum	$ 6,000.00
Pole Foundations	Lump Sum	All	Lump Sum	20,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	55,000.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	12,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	63,000.00
			SUBTOTAL	$ 156,000.00
			Engineering	19,500.00
			TOTAL	$ 175,500.00

Length of Roadway ----------	12.816 miles
Length of Structures ----------	0.381 miles
Length of Project ----------	13.197 miles

Cost of Roadway Per Mile ---------- $807,289.40

RETAIN IN RESERVE

Patching Detours	All Required		$ 5,000.00
Pruning Japanese Roses (For Sight Distance)	All Required		500.00
Detour Fencing	All Required		2,000.00
Power Fee & Pole Installation (Temporary & Permanent Illum.)	All Required		10,100.00
Selected Safety Work	All Required		4,000.00
		SUBTOTAL	$ 21,600.00
		Engineering	2,700.00
		TOTAL	$ 24,300.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$10,346,221	$ 9,541,285	$ 804,936
Structures	460,965	425,102	35,863
Illumination	175,500	161,846	13,654
SUBTOTAL	$10,982,686	$10,128,233	$ 854,453
Reserve	24,300	22,409	1,891
TOTAL	$11,006,986	$10,150,642	$ 856,344

Group 1: 100%
Contract No. 9939
Prefix: 620-1902 P.E.
Prefix: 620-1098 Const.

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 6,000.00

DRH:WH:pf

9431

jc cc: OSHD (D. Forbes)

STATE COPY

5-

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/7/88	Richard R. Arnold, Area Engineer		IR-5-3(132)174
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/16/87	4/6/88	%	600 C.D.
LOCATION			
See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GOSHEN - COTTAGE GROVE (NB LANES)
PACIFIC HIGHWAY (I-5)
Grading, Paving, Structures, Illumination & Landscaping

Work completed under this project included reconstructing a 13 mile section of the two NB lanes with continuously reinforced P.C.C.

A contract in the amount of $9,729,188.00 was awarded Wildish Corvallis Construction Co. on 1/21/85. Work began on 3/11/85 and was completed on 10/21/86 at a final estimated cost of $10,482,812.38 including engineering.

Due to uncontrolled longitudinal cracking in the P.C.C., $45,900.00 has been determined to be nonparticipating under Bid item 30. The final voucher should be corrected accordingly.

A statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
NOV 10 '88
REFER TO
Husby
FOR
Info | Inves | R/D | D/R | Stat | Agt | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 11/10/88	TITLE District Engineer	DATE 11/10/88

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9437

April 13, 1988

CON 5 - 9939

Industrial Indemnity Company
Bond Department
101 S. W. Main
Suite 1300
Portland, OR 97204

Contract No. 9939 awarded to Wildish Corvallis Construction Co. for work on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County was completed on November 3, 1987, and accepted by the State Highway Division on April 6, 1988.

The total contract amount is $9,940,549.12 including $35,364.09 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
Mike Gander
James Gix

9939

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9939

TO: Manager
Commission Services

DATE: April 6, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9939 ,	On Site Work Substantially Completed	October 16, 1987
All Work Completed	November 3, 1987		
Project	Goshen-Cottage Grove (N.B. Lanes)		
Highway	Pacific		
County	Lane		
Type of Work	Grade, Pave, Structure, Illumination, and Landscape		
Contractor	Wildish Corvallis Construction Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 4/12/88

RECEIVED
APR 7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9939

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 10, 1988

In Reply Refer to File No.: CON 5 9939

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-3(132)174

Contract 9939, Work Completed October 16, 1987

Project Goshen-Cottage Grove (N.B. Lanes)

Highway Pacific

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Dale E. Wilken
Division Administrator

BMW:mk

cc: D. E. Forbes
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

NOTED
SHE'S OFFICE

RECEIVED
STATE HWY ENGR
MAR 11 '88
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122 (1-87)

9939

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION)	Goshen Cottage Grove (N B)
WEEK ENDING	November 14, 1987
CONTRACT NO	C09939
HIGHWAY	Pacific
COUNTY	Lane
F A PROJECT NO	R 5 5(132)174
CONTRACTOR	Wildish Corvallis Const
KIND OF WORK	Grade Pave Struct Ill and Landscape
DATE OF AWARD	January 2, 1985
FIRST NOTIFICATION DATE	March 11, 1985
ESTIMATED DATE OF COMPLETION, OR	June 30, 1987
SECOND NOTIFICATION DATE AND	
ESTIMATED SEMIFINAL SUBMITTAL DATE	
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS:
PERCENT CONTRACT WORK COMPLETED	99 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	11,015,986.50
ESTIMATED PROJECT COST	10,608,261.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	2.8 %

ENGINEERING

AUTHORIZATION	$ 738,359.10
COST THIS WEEK	$ 900.00
TOTAL TO DATE	$ 500,776.19
PERCENT OF AUTHORIZATION	67 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	10/31/86	600	421.0	70	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	AC tn
ORIG. CONTRACT QUANTITIES	87,200 cy	128,125 tn	203,150 sy			
EST. CORRECTED QUANTITIES	99,582 cy	96,582 tn	203,150 sy			
EST. PERFORMED TO DATE	99,582 cy	96,582 tn	203,150 sy			
PERCENT PERFORMED TO DATE	100	100	100	1	1	100

ACTIVITIES THIS WEEK:

Issued 2nd Notification 10-16-87
Final Inspection 10-27-87

ISSUED THIRD NOTIFICATION 11-3-87

FINAL REPORT

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Don McLane for Larry D Lindley

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

STATE COPY

FHWA

INSPECTION REPORT

Initial Insp | Intermediate Insp | Final Insp

Project Inspection in Depth

RECEIVED
STATE HWY ENGR
JUL 9'87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Region No.	Report No	County	Division
10	6	LANE	OREGON

6-5-87 6/13

In Company with
Larry Lindley & Bob Aldrich; OSHD

Date of Inspection	Inspection Made by	Project No
6/30/87	R.R.ARNOLD, AREA ENG	IR-5-3(132)174

Quality of Work	Progress of work	Time Elapsed	Work completed
See below	Satisfactory	75%	100%

GOSHEN - COTTAGE GROVE (N. B. LANES)
PACIFIC HIGHWAY
Grading, Paving, Structures, Illumination & Landscaping

Work completed under this project consisted of cold plane removal of AC pavement, removal of PCC pavement, grading, cement-treated base, aggregate base, continously reinforced PCC and landscaping on a 13.18 mile section of I-5.

A contract in the amount of $9,729,188.00 was awarded Wildish Corvallis Construction Company on 1/2/85. Work began on 3/11/85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 10/21/86 with the following exceptions:

1. Uncontrolled longitudinal cracking (ULC) occurred in the N.B. lanes between stations 277+00 to 430+00 and 628+00 to 720+00.

2. Inadequate compaction of the asphalt shoulders.

The final estimated cost to date is $10,664,646 which includes $9,751,521 for original bid item work, $193,139 for work completed under approved price agreements, $35,364 for extra work, $43,945 for State force work, $10,572 adjustment for asphalt cost escalation, $650,000 for construction engineering to date and a credit of $19,928 for the asphalt shoulder compaction penalty. A penalty for the ULC is under consideration at this time.

A total of 449 calendar days were used in completing the work as compared to the 600 calender days allowed under the contract. The project was put on a stop work order at the end of the shift on Oct. 21, 1987 until such time that a determination was made on the non-specification uncontrolled longitudinal cracking.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements except for the above listed exceptions.

Comments

Prior inspection reports have described the occurance of ULC on this project. Section 450.40 of the Oregon Standard Specifications states that "....pavement areas containing uncontrolled cracks shall be removed and replaced by the Contractor at his expense,....". For one reason or another no action was taken to replace the cracked areas at the time they were noted. Since that time various means of repairing the cracks have been under discussion. At this time it is FHWA's position that the deviations from the specifications for these areas of pavement are to such extent as to constitute substantial noncompliance but not such as to result in failure. It is therefore necessary that Federal-aid participation should be approved at less than full participation for the areas where ULC has occurred as determined by an engineering analysis.

Inspection report #5 completed in Feb. 1987 recommended certain actions be taken to obtain a more accurate picture on the extent and loss of servicability of the affected pavement sections.

In March 1987 a visual inspection by the OSHD Surfacing Design Section was made to map the locations and extent of the cracking. Also during this time period 6" cores were taken at several locations and falling weight deflectometer (FWD) readings were taken in both the cracked areas and non-cracked areas. Based on the information gathered the Surfacing Design Section prepared a May 1, 1987 interoffice memo that recommended the following:

1. Epoxy injection or cross stitching should not be used as methods to repair the ULC area.

2. A penalty should be assessed the contractor equal to a loss of pavement life of 12% in the area where ULC occurred. The 12% reduction was based on the difference in 18-kip ESAL's obtained using a load transfer co-efficient (J_f) of 2.6 versus 2.5 used in the original design. The OSHD crack mapping showed that approximately 4100' of the outside lane and 600' of the inside lane included significant ULC. This equals a total cracked area of 7177 sq. yds. Twelve per cent of this area times the $20/sq. yd. bid price equals $17,224.80.

FHWA has analyzed the data provided by OSHD and agrees that the use of the FWD tests to evaluate joint efficiency and the resultant load transfer and structural capacities is an acceptable method. Joint efficiency while not originally conceived to be applied to random longitudinal cracking, is a practical approach to evaluate this problem. Our review of the joint efficiency tests as measured by the FWD show there is a significant difference between the cracked versus the non-cracked areas.

The original design used a load transfer co-efficient (J_f) of 2.5. According to the AASHTO Guide for Pavement Design a range of 2.3 to 2.9 is recommended for J_f. The OSHD selected 2.5 based on the high design (10' CRC on 9" CTB) and expected support from the 2 feet extra pavement width. OSHD's analysis of FWD tests and cores concluded that a J_f of 2.6 was appropriate for the ULC areas.

Going to table KK.7 in the proposed AASHTO Guide (NCHRP 20-7/24, Vol 2) we can judge the relative value of the J_f and its assigned co-efficient. Since the cracks meander along the wheel path and since FWD testing showed a significant reduction in support efficiency, we treat the pavement as a CRC without shoulder support, i.e., $J_f = 2.8$. The difference in the 18-kip ESAL's obtained using a J_f of 2.8 versus 2.5 is 32%. Applying the 32% to the 7177 sq. yds. times $20/sq. yd. = $45,932.80 (say $45,900).

Based on the results of this inspection final acceptance of the contract work is recommended subject to a reduction in Federal-aid participation of $45,900 in lieu of replacing the pavement sections where ULC has occurred.

9139

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1987

In Reply Refer to
File No.

Charles R. Schrader
Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

9638
9930
9939

Re: Appeal of Determination of Underpayment
of Wages and Fringe Benefits

Goshen-Cottage Grove Section
FAP No IR-5-3(125)175
Contract No. 9638

Elkhead Road Interchange-Rice Hill Interchange
FAP No. IR-5-3(131)147
Contract No. 9930

Goshen-Cottage Grove (N.B. Lanes)
FAP No. IR-5-3(132)174
Contract No. 9939

This will acknowledge receipt of your Appeal Notice on behalf of Wildish Corvallis Construction Company and Concrete Products, Inc.

This issue is being referred through the Federal Highway Administration to the U. S. Department of Labor for processing.

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:KT:mk

cc: Tim Hendrix, Project Manager
Wildish Corvallis Construction Co.

bc: Larry Rulien
W. E. Schwartz
C. O. Fredrickson
Jack Sollis
Dale E. Wilken, FHWA

RECEIVED
STATE HWY ENGR
APR 14 '87
REFER TO
FOR
Info | Inves | R/D | OK

03174m

Form 734-3122 (1-87)

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

1) On January 14, 1987, approved an agreement with Wildish Corvallis Construction Co., and the Highway Division allowing contractor to deposit securities with the trustee, Old National Bank, Redmond Branch, in lieu of payment of alleged underpayment of wages and fringe benefits by Concrete Products, Inc., supplier, on the following contracts:

MISC. CONTRACTS and AGREEMENTS No. 9138

No. 9638
Goshen-Cottage Grove
Pacific Highway, Lane County

No. 9930
Elkhead Rd. Interchange-Rice Hill Interchange
Pacific Highway, Douglas County

No. [redacted]
Goshen-Cottage Grove
Pacific Highway, Lane County

2) On January 21, 1987, signed Supplemental Contract Agreement No. 2 with Jack Burris Land Surveying for engineering services in Geographical Area 5B-La Grande. Supplemental changes the maximum compensation from $7,000 to $8,000. (Original agreement approved by Transportation Commission on April 15, 1986.)

3) On January 22, 1987, approved a personal service contract with Conference Company to provide support services for four one-day workshops on Basic Supervision beginning on or after January 30, 1987, and ending March 31, 1987, in Albany, Bend, La Grande and Roseburg at a cost not to exceed $3,000.

4) On January 23, 1987, signed a personal service contract with Wilsey & Ham, Inc. for preliminary engineering services on the Columbia City-Warren Section of the Lower Columbia River Highway in Columbia County at a cost of $186,514.94. All work shall be done within 330 calendar days. (Approved by Transportation Commission on May 15, 1984.)

5) On January 26, 1987, signed an agreement between the Highway Division and the Parks and Recreation Division relating to provision of financial management and accounting support services.

6) On January 27, 1987, established a 40 MPH speed zone on Franklin Boulevard (McVay Highway Frontage Road) in Lane County from the connection to McVay Highway No. 225 (M.P. F1.42) to College View Road (M.P. 2.18). Rescinds Speed Zone Order No. 933, dated May 22, 1986. (See Speed Zone Order No. 942)

7) On January 28, 1987, signed a supplemental agreement with the City of Portland that changes the work scope and increases the total project cost to $68,000 for the McLoughlin Corridor Project. (Approved by the Transportation Commission on May 20, 1980.)

8) On January 29, 1987, approved a personal service contract with Asphalt Specialists, Inc. to conduct four one-day workshops in pothole patching and crack sealing beginning on or after February 1, 1987, and ending March 31, 1987, at a cost of $3,800 in Roseburg, Corvallis, Bend & La Grande.

9) On January 29, 1987, signed an amendment to an agreement with Howard Needles Tammen & Bergendoff for preliminary engineering and environmental analysis on the Hayesville Interchange-Battlecreek Interchange Section of the Pacific Highway in Marion County. Amendment revises Phase III which covers preparation of the hearing study report. Phase III shall be completed in nine months, and the maximum cost is increased from $683,060 to $850,743. (Original contract approved by Transportation Commission on March 20, 1984.)

10) On February 4, 1987, approved a supplement to an agreement with the City of Nyssa for the traffic signal project on the Central Oregon Highway at 2nd Street in Malheur County. This supplement clarifies an insurance issue on the project.

11) On February 4, 1987, approved a supplement to an agreement with CH2M-Hill Northwest, Inc. for the South Slough (Charleston) Bridge preliminary engineering project in Coos County. This supplement revises the time schedule and extends the project completion date. (Approved by Transportation Commission on May 15, 1984.)

12) On February 5, 1987, signed a petition to vacate a section of Oregon Street between its intersection with First Street and The Dalles-California Highway in Klamath County.

13) On February 5, 1987, approved a personal service contract with Conference Company to conduct four one-day workshops in pothole patching and crack sealing beginning on or after January 30, 1987, and ending April 30, 1987, in Roseburg, Bend and La Grande at a cost not to exceed $3,000.

14) On February 5, 1987, approved a memorandum of agreement between the Highway Division and Public Utility Commissioner covering the truck inspection program beginning on October 1, 1986, through September 30, 1987.

15) On February 5, 1987, signed an agreement with PTS Business Development Center to provide supportive services to Disadvantaged, Minority and Women Business Enterprises at a cost of $128,000 from February 3, 1987 to February 2, 1988. (Approved by Transportation Commission on May 20, 1986.)

16) On February 5, 1987, signed an agreement with PTS Business Development Center to provide supportive services to enhance employment opportunities, placements and retention rates of minorities and women as trainees or apprentices on Federal-aid highway construction projects in Oregon at a cost of $109,000 beginning February 3, 1987 to February 2, 1988. (Approved by Transportation Commission on May 20, 1986.)

17) On February 10, 1987, signed an intergovernmental agreement with Arizona Department of Transportation to accommodate all State and Federal requirements covering the field test automatic vehicle identification equipment for the Crescent Demonstration Project. (Approved by Transportation Commission on September 16, 1986.)

18) On February 17, 1987, approved a personal service contract with National Corrective Training Institute for traffic safety classes on April 13 in The Dalles, April 15 in Bend, and April 17, 1987, in Klamath Falls at a cost not to exceed $2,800.

19) On February 20, 1987, authorized an emergency contract for placement of riprap protection to limit erosion of the ocean shore and adjacent roadway embankment at M.P. 319.5 on the Oregon Coast Highway between Ophir and Nesika Beach in Curry County. Estimated cost of repairs is $200,000. I determined that emergency repairs need to be done immediately to preserve the highway and protect the safety of the traveling public. Due to the emergency nature of the situation, time is not available to formally obtain bids.

20) On February 21, 1987, established 30 and 45 MPH speed zones on the Ochoco Highway No. 41 at the west city limits of Prineville in Crook County. Includes a 20 MPH speed zone when children are present. Rescinds Speed Zone Order #462 dated July 14, 1964. (See Speed Zone Order No. 943)

21) On February 24, 1987, approved an agreement with Spout Springs Fun Machine and Snow Company covering snow removal operations at the Spout Springs Ski Area in Union County.

22) On February 24, 1987, signed Supplemental Agreement No. 2 with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. Compensation for extra work in the amount of $605,408 increases the total project cost to $2,549,926 and calendar days are changed from 630 to 900. (Original agreement approved by the Transportation Commission on July 31, 1984.)

23) On February 26, 1987, signed a supplement to an agreement with Cooper Consultants for preliminary engineering services on the O'Neil Junction-N.C.L. Redmond Section of The Dalles-California Highway in Deschutes County. This supplement increases the project scope and total project cost from $142,632.00 to $146,235.00. (Original agreement approved by Transportation Commission on July 31, 1984.)

24) On February 27, 1987, signed Supplemental Agreement No. 1 with Tibbetts-Abbett-McCarthy-Stratton for the Phase 1 Survey of 181st Avenue-Troutdale Section of the Columbia River Highway (I-84) in Multnomah County. Supplement includes analysis and evaluation of relocating the UPRR line which parallels the freeway and increases the total project cost not to exceed $310,470.16. (Original agreement approved by the Transportation Commission on July 16, 1985.)

25) On February 27, 1987, signed Supplemental Agreement No. 5 with OBEC Consulting Engineers for preliminary engineering on the Cogswell Hill Slide Section of the McKenzie Highway in Lane County. Supplemental increases the cost of fixed price from $71,020 to $75,115.83. (Original agreement approved by the Transportation Commission on May 15, 1984.)

L W Rulien

Larry W. Rulien, State Highway Engineer

Dated this 6 day of March, 1987

3-6-87

jc

1131

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(132)174

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40027

2A. COUNTY NAME: Lane

RECEIVED
STATE HWY ENGR
MAR 11 '87
REFER TO
Potter
FOR

Info	Inves.	PS/D	D/R	Sign.	Act.	File

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: January 13, 1987

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Goshen - Cottage Grove (Northbound Lanes) Section

11. GENERAL DESCRIPTION OF WORK

Replace backer rod and joint sealand

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A[illegible] FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/13/87 as requested in Mr. Fredrickson's letter of 2/25/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $3,000; Federal Funds $2,766.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/6/87	John T. Price	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9139

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Lindly

DATE: February 18, 1987

FROM: R. C. Blensly
Research Engineer

SUBJECT: Concrete "Stitching" on
Contract #9939

I have reviewed your proposal for a concrete "stitching" crack repair. Since we have had no experience with this technique we cannot endorse it, however, I feel the following comments are appropriate:

1. The Thorogrip material seems to be an appropriate choice of bonding material.

2. Your drawing does not show any Thorogrip between the rebar dowel and the sides of the hole. The clearances between the dowel and the hole may be too small to get a good distribution of Thorogrip along the dowel and the sides of the hole.

3. Some provision should be noted that provides a means of working the dowel in the hole so that all surfaces are properly wetted.

4. Any open cracks that will hold moisture should be injected. If standing moisture freezes in the crack significant damage will occur.

5. It might be prudent to have the contractor demonstrate (not on the existing pavement) that there is a good bond between the dowel and concrete.

If the project is undertaken we would be interested in tracking it so that the results can be reported. Your cooperation here will be greatly appreciated.

If I can be of any help on this project, please let me know.

NOTED
V. E. SCHWARTZ

cc: Noble
Materials
Construction
Schwartz

RECEIVED
STATE HWY ENGR
FEB 20 '87
REFER TO
FOR
Info | Invest | R/W | D/R | Design | Act | File

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
FEB 23 '87
REFER TO Construction
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Lane	Oregon

IN COMPANY WITH

Larry Lindley, Project Manager; OSHD and Jim Sorenson, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2/15/87	Richard R. Arnold, Area Engineer	IR-5-3(132)174

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See Comments	See Comments	SCD 10/31/86 %	* %

GOSHEN - COTTAGHE GROVE (N. B. LANES)
(PACIFIC HIGHWAY
Grading, Paving, Structures, Illumination & Landscaping

NOTED
W. E. SCHWART

PURPOSE

The purpose of this inspection was to review the extent of the uncontrolled longitudinal cracking in the norbhound lanes of this project.

WORK COMPLETED

All work has been completed on this project with the exception of correcting the areas where longitudinal cracking has occurred. The entire project has been open to traffic since 7/18/86.

COMMENTS

Inspection report #4 dated May 13, 1986 by W. N. Bryant, described the cracking condistion as observed at that time and advised the State that sections containing uncontrolled longitudinal cracking were unacceptable. A survey of the cracks was made by OSHD on June 2, 1986. However, this survey did not indicate the locations of the cracks in relation to the centerline or describe the character of the cracks. Additional longitudinal cracks not included in the June 2, 1986 survey have also been noted.

The OSHD wrote the Wildish Corvallis Const. Co. May 22, 1986 informing them of the unacceptable sections with longitudinal cracking. Further discussions and correspondence between Wildish and the OSHD resulted in a no cost price agreement to "Stitch" the longitudinal cracks. This P.A. has not been approved by the FHWA as of this date. The project manager, Larry Lindley has not yet directed the contractor to proceed with the work under this P. A.

A recent review of the project records indicate that the 2 units containing the longitudinal cracking were constructed during hot weather with the

longitudinal joint sawing performed the following day. The 3 units that cracked on the sawed joint as required were placed during cooler weather. There may be other factors involved that additional review will reveal but late sawing during the hot weather appears to be the difference between the good units and the cracked units.

As a result of this inspection the following actions are recommended to obtain additional information:

1. All longitudinal cracks should be mapped using a method that would describe the cracks' location and severity. This method should be documented so that results can be compared with future surveys, if needed.

2. An additional 5 or 6 cores should be taken which include penetrating the CTB for the purpose of 1) evaluating the bond between the CRC & CTB, 2) checking the condition of the subgrade, and 3) determine if cracking is also present through the CTB and if so, whether pumping is occurring. The approximate locations of the proposed cores were agreed upon during this inspection and would include at least 1 core in an area which has no longitudinal cracking.

3. Perform deflection tests with a falling weight Deflectometer in the same area as the cores.

The results from this survey and testing should be used as a basis for determining the extent of loss of servicability in the affected pavement sections and the most appropriate method for correction. We do not believe that "stitching" should be performed as the benefits from this process for a CRC pavement cannot be predicted and could possibly result in additional damages to the pavement integrity.

In addition to Larry Lindley, the recommendations of this report have been discussed with Ron Noble, OSHD Pavement Design section and Bob Aldrich, OSHD Region 3 Construction Engineer.

- RRA -

9 1-21

2

Int'l Assn. of Bridge, Structural, Ornamental and Reinforcing Ironworkers
LOCAL NUMBER 29

[redacted]

6701 S. E. Foster Rd. Portland, Oregon 97206 Telephone (503) 774-0777

November 10, 1986

RECEIVED
STATE HWY ENGR
NOV 12 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ct | File

Mr. John Widmer
Construction Svcs.,O.D.O.T.
1158 Chemeketa St., NE
Salem, OR 97310

1 of 4
11/10/86

Dear Mr. Widmer:

First of all John, let me thank you for your prompt response to my October 30, 1986 letter requesting information to Wildish paying Ironworker apprenticeship scale to workers doing work under the Ironwork classification.

I am pleased you are going to require Wildish to pay the correct rate according to law, however, I am dismayed that you don't seem interested in pursuing corrective action for blatant law violations.

The Contractor apparently never even attempted to obtain approval or acceptance for this so called training program prior to commencing work. That seems like it should be a major violation.

In effect, by allowing Wildish to simply pay trainee scale to whomever they please whenever they please, you are allowing, and by allowing actually endorsing an unfair labor practice. I sincerely hope you will reconsider this most unacceptable practice.

Would you please inform me if Wildish received the 80¢ per hour reimbursement? I would also appreciate copies of records and reports required by the Contractor pertinent to the Training Special Provision.

I would also appreciate copies of Wildish's benefit program since benefits were not paid on worker's checks.

Finally, I am curious about your progress on my complaint of Wildish paying laborers' rate for work that is classified as Ironworker's work.

As before, if you have any questions about these requests please call me at 774-0777, otherwise I'll anticipate another timely response.

Sincerely,

Ken Koch
Asst. Business Representative

KK/sjl
opeiu #11
cc: Fred Miller ✓

RECEIVED
DOT DIRECTOR
NOV 12 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ct | File

October 20, 1986 CON 3

Ken Koch
Assistant Business Representative
International Association of Bridge, Structural,
Ornamental and Reinforcing Ironworkers
Local No. 29
6701 SE. Foster Road
Portland, OR 97206

This is in response to your October 1, 1986 letter. It is my understanding that John Widmer has arranged for you to view certified payrolls on the Goshen-Cottage Grove project (our Contract No. 9939) and the North Grants Pass Interchange project (our Contract No. 10,186). Our Project Managers in Eugene and Medford will make these payrolls available to you in their offices for your review.

As a result of your request, we have undertaken a review of the issue of concern--laborers performing ironworker duties. This review is continuing and at this point is inconclusive. We will advise you of our findings upon conclusion of our review.

Fred D. Miller
Director

bc Larry Rulien
W. E. Schwartz
C. O. Fredrickson - Please follow up on last sentence.
John Widmer
Jim Gix

Construction (fn)

ROUGH DRAFT

BACKGROUND INFORMATION ON MR. KEN KOCH COMPLAINT

It is Mr. Koch's view that the Department is giving Wildish Construction an unfair advantage in bidding by not, in his view, requiring Wildish to pay the proper wage rate for the class of work being done. Mr. Koch further states that if it was a union contractor doing the job, more work would be done by Ironworkers.

Davis-Bacon does not consider unionism. The requirements are only that the contractor pay for the class of work performed. As near as I can tell, this is happening on our projects.

The work is being done as follows:

40-60 ft. lengths of rebar are being unloaded alongside the area to be used. Wildish or Wildish subcontractors are using Laborers to pick up the rebar and distribute it on the grade. Ironworkers are used to place the rebar in its proper position and tie it. It is Mr. Koch's position that the carrying of the rebar, distributing it on the grade, placing it in its final position, and tying it, are all Ironworker duties. Mr. Herbert Herzberg, a Laborer Business Agent in the Eugene area, stated in a letter to Ken Koch that he does not claim distribution of rebar as Laborer work; however, will perform these duties, if requested by the contractor. (Copy attached.)

Mr. Koch asked for a determination by the State Bureau of Labor. They stated the following: "It is the position of this agency that the delivery and carrying of rebar material to the project site is work appropriately classified as Laborer duties. The placement (positioning) and tying of the material is appropriately the work of the Ironworker classification." (Copy attached)

I spoke with a gentleman from Laborer Local 320 in Portland concerning some verbiage I found in an old master labor agreement. He agreed that he considers what was printed then to still apply. It reads as follows: "The loading, unloading, carrying, distributing and handling of all rods, mesh and material for use in reinforcing concrete construction."

Yesterday I spoke with Mr. Ed Woodruff, U. S. Department of Labor in Seattle, and asked for his advice. He said that they try to avoid jurisdictional disputes between the crafts. He suggested we contact the two labor unions for input, get the view of AGC, who has negotiated these agreements, or consider all the work done in an area in the past twelve months. If 60% of the work is done by a particular craft, then that's the prevailing practice. A time consuming survey, at best."

I talked with Art Weeks, Attorney & Labor Relations person at AGC. He agrees that everything except placement in final

resting place and tying, is Laborer work. He will get me something in writing early next week.

I have reviewed this issue with Bryant Jackmond. Both of us have talked with Mr. Koch. He is unbending in his position. I am not sure what to try next. Mr. Koch has me pegged as his problem. I would expect further letters from Mr. Koch.

Tim Hendricks of Wildish has stated his position on this issue and goes on to say that not being signatory to the Ironworkers is a part of this issue. (Copy attached.)

JLW:sc 10163s/b

WILDISH

CONFIDENTIAL

MEMORANDUM

DATE	JOB. NO.
9-7-86	
ATTENTION: John Widmer	
RE: Lab / Ironworker Situation	

TO:

OSHD

Salem, OR

Dear John:

Here's a summary of our posture on the LAB/IRW Classifications:

LABORER - does manual movement of construction materials from location to location on jobsites. Carrying (packing) of reinforcing steel from Pt. A to Pt. B by hand is no different than shoveling rock from A to B; no different than shoveling Concrete over to cement masons who finish the concrete; no different than carrying by hand form material to carpenter/cement mason crews for their use/needs.

IRONWORKER - does skilled work involved in transforming raw reinforcing steel products that are delivered to jobsite into the specified configuration of "rebar" via cutting and/or tieing.

As you know, IRW union in Oregon opposes our position on this. This is probably related to our not being signatory to the IRW union. We pay our employees IRW wages and fringes reqd by our Davis-Bacon commitments whenever they do IRW as defined above. We pay our employees LAB wages to carry/pack rebar and other materials. We stand firm in our position.

The IRW union has threatened to complain before. We have, on several occassions, explained our position to the IRW representatives — drawingly, to no avail. I hope this is clear enough for your needs, John.

COPY TO _____

SIGNED: Louis Hendrix, Proj Mgr.

If enclosures are not as noted, kindly notify us at once.

Int'l Assn. of Bridge, Structural, Ornamental and Reinforcing Ironworkers
LOCAL NUMBER 29

[redacted]

6701 S. E. Foster Rd. Portland, Oregon 97206 Telephone (503) 774-0777

October 1, 1986

Mr. Fred Miller
Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

Dear Mr. Miller:

I have been in touch with Mr. John Widmer for help with getting information on work done on I-5 North and South bound at Eugene and Rice Hill. I am enclosing the correspondence which I have had with Mr. Widmer and I seriously don't think anything is going to get handled. What is lacking is the cooperation of Mr. Widmer and I would appreciate any help you may be able to give me with this matter.

Thanking you in advance.

Very truly yours,

Ken Koch
Asst. Business Representative

KK/sj1
opeiu #11
enc.

Fredrickson to Widmer
Direct 9/14/86
T. Johnson
No Review as Per Fredrickson
w/letter

CE E CAE ___ CDE ___ OM ___ OE ___ CA ___ CAM ___ EEO ___
RECEIVED
OCT 08 1986
CONSTRUCTION SECTION
SPC ___ TC ___ S ___ CC ___ FE ___ CP ___ PQC ___ QCS ___ FILE ___

WES
RLH

RECEIVED
STATE HWY ENGR
OCT 6 '86
REFER TO
Fredrickson
FOR
Init. | Inv. | R/D | D/R | Sign | Act | File
| | ✓ | | | | |

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DOT DIRECTOR
OCT 03 '86
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Act | File
| X | | | | |

Int'l Assn. of Bridge, Structural, Ornamental and Reinforcing Ironworkers
LOCAL NUMBER 29

6701 S. E. Foster Rd. Portland, Oregon 97206 Telephone (503) 774-0777

October 1, 1986

Mr. John Widmer
Construction Services
O.E.O.T.
1158 Chemeketa St., NE
Salem, OR 97310

Dear Mr. Widmer:

I am reiterating my September 8, 1986 request for certified payroll from Wildish for work done on I-5 North & South bound at Eugene and Rice Hill.

I am enclosing a copy of a December 13, 1985 letter authored by Donald C. Arnold. Mr. Arnold's letter basically says I have the right to this information and you have the obligation to provide it.

In our May 5, 1986 conversation you said you would send Wildish's WH-38's and a copy of the bids for these projects. On August 22, 1986, I sent you copies of letters from the Business Agent for the Laborer's for the areas in question and Paul R. Tiffany of the State's Wage and Hour Division. Both gentlemen concurred with my position. In fact Mr. Widmer, you seem to be the sole obstruction to the Contractor being required to pay at Ironworker wage classification for the tying and placing of rebar on continuous paving projects.

I feel your position and lack of action indicates a personal sentiment that is in direct conflict with your position and duties. For this reason, I am sending my information to Mr. Fred Miller.

Very truly yours,

Ken Koch
Asst. Business Representative

KK/sjl
opeiu #11
enc.

Int'l Assn. of Bridge, Structural, Ornamental and Reinforcing Ironworkers
LOCAL NUMBER 29

6701 S. E. Foster Rd. Portland, Oregon 97206 Telephone (503) 774-0777

August 22, 1986

Mr. John Widmer
Construction Services, O.D.O.T.
1158 Chemeketa St., NE
Salem, OR 97310

Dear Mr. Widmer:

As discussed in our phone conversation today, I am enclosing copies of the letters written by the Laborer's Business Agent and from Paul R. Tiffany with the Wage and Hour Division.

These two documents clearly state that rebar placement should be paid at the Ironworker rate. I am continuing my requests for you to require Wildish to pay at this rate. As stated in past conversations, to allow Wildish to pay the lesser Laborer's rate is to give them a 20% to 30% bid advantage over Contractor's who abide by the prevailing wage laws and bid the work according to common practice.

If you continue to disagree, I would appreciate an explanation for your reasons. Otherwise I am hoping you will act on my request. Please keep me informed.

Sincerely,

Ken Koch
Asst. Business Representative

KK/sjl
opeu #11
enc.

BUREAU OF LABOR AND INDUSTRIES

Mary Roberts, Commissioner

August 12, 1986

Portland Office
Tele. 229-5750

Ken Koch
Asst. Business Representative
International Association of Bridge, Structural
Ornamental and Reinforcing Ironworkers
Local Number 29
6701 S.E. Foster Road
Portland, Oregon 97206

Dear Mr. Koch:

Your letter to Commissioner Roberts regarding the appropriate classification for workers handling, placing, and tying reinforcing steel, has been referred to me for response.

It is the position of this agency that the delivery and carrying of "rebar" material to the project site is work appropriately classified as "Laborer" duties. The placement (positioning) and tying of the material is appropriately the work of the "Ironworker" classification.

If you have further questions or concerns regarding this matter, please feel free to contact me.

Sincerely,

Paul R. Tiffany/crh

Paul R. Tiffany
Administrator
Wage and Hour Division

PRT/ec

Int'l Assn. of Bridge, Structural, Ornamental and Reinforcing Ironworkers
LOCAL NUMBER 29

6701 S. E. Foster Rd. Portland, Oregon 97206 Telephone (503) 774-0777

July 30, 1986

Mary Wendy Roberts
Commissioner
Bureau of Labor & Industries
1400 S. W. 5th
Portland, OR 97201

Dear Ms. Roberts:

Enclosed are two letters I hope will be sufficient to reverse the State's apparent position as to the craft classification on the handling, placing and tying of reinforcing steel on continuous paving projects covered by prevailing wage laws. John Widmer, Compliance Officer in the Eugene area and I have discussed Wildish paying laborers' scale to place rebar on Wildish's I-5 north and south bound at Eugene and I-5 at Rice Hill projects. As I told Mr. Widmer, the term "common practice" is what I understand to be the major factor in determining which craft does which task. To my knowledge this work has always been classified as ironwork and paid at the Ironworkers scale in the State of Oregon. For these reasons and with these documents I see no basis for the State's position on this matter.

I feel it is a fiscally dangerous route the State has struck out on. The subversion of the prevailing wage laws lowers the working mans wages. Lower wages go hand in hand with less tax revenue. This at a time when our State politicians are looking for new and creative forms of taxation to keep the State fiscally sound.

I would appreciate your comments on this matter. Thank you for your time.

Very truly yours,

Ken Koch
Asst. Business Representative

KK/sjl
opeu #11
enc.

Pacific Erectors Inc.

Reinforcing & Structural Steel Contractors

ANCHORAGE:
P.O. Box 104747
Anchorage, Alaska 99510

HOME OFFICE:
P.O. Box 8
Auburn, WA 98071

HAWAII:
350 Ward Ave., #106
Honolulu, Hawaii 96811

July 17, 1986

Int'l Assn. of Bridge, Structural, Ornamental
and Reinforcing Ironworkers
6701 S. E. Foster Road
Portland, Oregon 97206

ATTN: Dan Kealey

Gentlemen:

Pacific Erectors, Inc. was the successful low bidder and has performed all phases of reinforcing (rebar) installation (i.e. unloading, carrying, tieing and chairing) on the following projects in the State of Oregon:

1. S. J. Groves
   Columbia River Highway
   N.E. Union Ave. to N.E. 39th Ave.
   Contract #9513
   10/20/82 - 4/30/85

2. Kasler Corporation
   Highway Old Oregon Trail
   North Powder - Baldock Slough in Baker County
   Contract #9809
   4/15/85 - 10/18/85

3. Gilbert Pacific
   N. Albany Interchange
   Corvallis/Lebanon Interchange
   Contract #9860
   9/27/84 - 9/13/85

4. Walt's Concrete
   East Portland Freeway
   3/19/85 - 5/08/85

This work was accomplished with Ironworkers through Local 29's jurisdiction. All the Ironworkers were paid prevailing wages in accordance with the Davis-Bacon Act.

It is our position that this is clearly Ironworkers work. The Oregon State Department of Transportation should be obligated to insure that if other crafts are allowed to install the reinforcing steel, they be paid Ironworker wages and fringe benefits. If wages paid are less then those received by Ironworkers, it would constitute an unfair practice.

Respectfully Yours,

PACIFIC ERECTORS, INC.

Ron Gould
Contracts Manager
Reinforcing Steel Division

RG:clh
cc:file

ic 9939

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(132)174

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-12-86

4. PROGRAM NO.:

5. ITEM NO.: 40027

2A. COUNTY NAME: Lane

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 18 '86
REFER TO
Pat Ubl
FOR

7. DATE AUTHORIZATION EFFECTIVE: April 28, 1986

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Goshen - Cottage Grove (Northbound Lanes) Section

11. GENERAL DESCRIPTION OF WORK

Install advance warning sign for drivers with wide loads

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN ~~ACCEPTED BID~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/28/86 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $400;
Federal Funds $368.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/18/86	C. F. Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO
Fredrickson
FOR

Info	Lines	R/D	D/E	Sign	Acc	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Lane	Oregon

IN COMPANY WITH: Larry Lindley, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 13, 1986	W. N. Bryant, Area Engineer	IR-5-3(132)174

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See Comments	See Comments	SCD ot 10/31/86 %	80 %

GOSHEN - COTTAGE GROVE (N. B. LANES)
PACIFIC HIGHWAY
Grading, Paving, Structures, Illumination & Landscaping

NOTED
W. E. SCHWARTZ

WORK COMPLETED:

Units 1, 3, and 5 are complete except for final cleanup, landscaping and some minor drainage work. All units are open to traffic except for Units 2 and 4.

WORK UNDERWAY:

Unit 2: Complete except for shoulder rock which was being placed during the inspection. This section is scheduled to be opened to traffic tomorrow provided lane striping and sight post installation is completed. Some minor drainage work remains to be completed but can be accomplished safely under traffic.

Project records indicate that some very minor grinding was required at the construction joints and at the beginning of the section in order to fully meet the smoothness requirements of the specifications. The profilograph readings indicate an average of 3 inches per mile was obtained on this section.

Unit 4: The latex-modified concrete deck overlay has been completed in apparently satisfactory manner. The workmanship appears satisfactory and no cracking of the overlay was observed.

The contractor was in the process of breaking the old concrete pavement on this section using two pavement breakers. Crews were also excavating and forming anchor slabs throughout Unit 4 during the inspection. The contractor's present schedule is to begin placing CTB on this section about the end of the month.

COMMENTS:

Because of pressure from various groups in Eugene the State is making a concerted effort to get Section 4 open to traffic by the 4th of July. Apparently, Eugene wants to set up an information booth in the Gettings Creek Rest Area to inform the tourists (especially those enroute to Expo '86) of the many facilities available to them in Eugene. In an effort to speed up the construction of Unit 4, the State has approved temporary access to a county road at Station 494+ and changed the planned PCC offramp at the rest area to asphalt concrete. These changes were approved under PA #22 with a resulting overall savings of about $18,000. In addition, other possible methods of reducing the construction time on this section are under study by the State.

Apparently, due to late sawing of the longitudinal joint, a considerable amount of longitudinal pavement cracking has developed in Unit 3 (some hairline type cracking was observed in the area of the Creswell Interchange immediately following sawing of the slab last summer). During the winter and spring, with the section open to traffic, this cracking has become much worse (wider cracks with some spalling taking place). Since the standard specifications are quite clear that concrete pavement containing uncontrolled longitudinal cracking is not acceptable, it was suggested that the contractor be notified as soon as possible that the pavement so affected was not acceptable and request that he advise what corrective action he planned to take.

Following the inspection, this condition was discussed in some detail with the Regional Engineer and the Regional Construction Engineer. (Discussed on 5-21-86.) They both agreed that those sections containing uncontrolled longitudinal cracking were not acceptable and instructed the Project Manager to write a letter to the contractor to that effect. While there will undoubtedly be considerable resistance on the part of the contractor to removing the damaged sections or correcting the problem, if correction is even feasible or advisable, there is no question that the damaged areas are unacceptable in this present condition.

- WNB -

9727

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 9, 1986

In Reply Refer to
File No.:

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

CON 3

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
APR 10 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RE: Goshen-Cottage Grove
FAP No. IR-5-3(125)175
Contract No. 9638
Underpayment of Wages and Fringe Benefits

Elkhead Rd. Intrchge-Rice Hill Intrchge.
FAP No. IR-5-3(131)147
Contract No. 9930
Underpayment of Wages and Fringe Benefits

Goshen-Cottage Grove
FAP No. IR-5-3(132)174
Contract No. 9939
Underpayment of Wages and Fringe Benefits

A subcontract was not furnished, as required by our contract with you, for the production of temporary concrete barriers for each of these projects. The proper wage rates plus fringe benefits were not paid to employees producing the barriers.

Our position considering this activity as work covered under these contracts has not changed. This decision includes the review of the comprehensive letter from Johnny R. Flynn of Concrete Products, Inc.

Please require Concrete Products, Inc. to pay the correct wage rate, including fringe benefits, with copies of canceled checks (front and back) furnished as proof of payment to the employees affected.

Should you choose to appeal our determination, you must make a formal request through us, pursuant to 29 CFR Part 5, for further processing by the Federal Highway Administration.

J. L. Widmer

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

cc: Johnny R. Flynn

bc: Dale E. Wilken, FHWA
Larry Rulien
Jack Sollis
James Gix
John Read
Larry Lindley

04031s

9 1.39.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(132)174

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40027

2A. COUNTY NAME: Lane

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info | Lands | R/W | D/E | Spl | Sc | Jc

7. DATE AUTHORIZATION EFFECTIVE: August 12, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Goshen - Cottage Grove (Northbound Lanes) Section

11. GENERAL DESCRIPTION OF WORK

Reinstall fencing on median mounds

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8-12-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $300;
Federal Funds $276.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/18/85	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

LEG

December 16, 1985

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
808 SW Alder Street
Portland, Oregon 97205

Don Arnold, Special Counsel
to the Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Public Records Request

As directed by Attorney General order dated December 13, 1985, and by a copy of this letter to Al Harwood, Region 1 Operations Engineer, I am asking Mr. Harwood to gather the requested wage certifications and transmit them directly to Mr. Mechanic.

In compliance with the Attorney General order, the social security numbers of employees will be deleted.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

WES:sl

cc Jack Sollis
Bill Cloran
Al Harwood w/att.

RECEIVED
DEC 19 1985
ATTORNEY GEN'L
SALEM, ORE.

Form 734-3122

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December 13, 1985

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
808 SW Alder Street
Portland, Oregon 97205

Pat Schwartz
Assistant State Highway Engineer
Transportation Building
Salem, Oregon 97310

Re: Public Records Request

Dear Mr. Mechanic and Mr. Schwartz:

This constitutes the order of the Attorney General in response to a petition filed by Mr. Mechanic under the Public Records Law, received in this office on December 5, 1985. The petition seeks an order requiring the Department of Transportation to produce copies of the following records:

> "1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked (sic) on the Beaverton-Tigard interchange, contract number 98-65.
>
> "2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53."

In an order dated August 6, 1985, we denied a request seeking identical information based upon our understanding that the wage information sought related to public works contracts subject to ORS 279.348 to 279.365, Oregon's prevailing wage rate law. We based our order on a conclusion that the information sought was confidential under ORS 279.355(3) and 279.359(3), even though the records were in the possession of the Oregon Department of Transportation rather than the Commissioner of the

Bureau of Labor. We also found that the information sought was confidential under ORS 192.500(2)(b), the personal privacy exception, based upon a conclusion that the cited statutes from ORS ch 279 evidenced a legislative determination that wage information of private employes is private in nature.

We are now informed that the wage information in question is related to contracts regulated under the Davis-Bacon Act (40 USC 276a), and is therefore exempt from ORS 279.348 to 279.365 under ORS 279.357. The confidentiality provisions of ORS 279.355(3) and 279.359(3) therefore do not apply to information which is the subject of this request.

With limited exceptions, we also conclude that the wage information sought is not confidential under ORS 192.500(2)(b), the personal privacy exception. The information sought consists of names, addresses, social security numbers and wage information for employes of the contractors on certain projects. We have no problem in saying that disclosure of the names and addresses of the employes is not an unreasonable invasion of their privacy. See e.g., Kotalski v. Mt. Hood Communtiy College, 82 Or App 452, ___ P2d ___ (1982); Morrison v. Sch. Dist. No. 48, 53 Or App 148, 631 P2d 785 (1981). With regard to wage information for these employes, we note that the wage information is for work on a specific project only, and will not reveal the employes' total income from all sources or projects. We agree with the federal court's reasoning on this point in International Brotherhood of Electrical Workers Local 41, et al v. United States Department of Housing and Urban Development, et al, 593 F. Supp. 542 (D.D.C. 1984). We note also that wage information is generally available for any public employe, and that this is not seen as an unreasonable invasion of those employes' privacy rights. Under the circumstances, we believe that the limited wage information being sought here does not unreasonably invade the privacy rights of these private employes.

We believe that release of social security numbers for these employes would be an unreasonable invasion of their privacy. Social security numbers have been held to be privileged from disclosure under the Federal Privacy Act, 5 USC Sec 552(b)(6). See Swisher v. Dept. of the Air Force, 495 F. Supp. 337 (1980), affd. 660 F2d 369 (1981). Records confidential under federal law are also exempt from disclosure under the Oregon public records law. ORS 192.500(2)(g).

Accordingly, we order that the Department of Transportation release the records subject to this request, with the employes' social security numbers deleted.

This order may be appealed to the circuit court by either the petitioner or the Department of Transportation pursuant to ORS 192.450.

Yours very truly,

DONALD C. ARNOLD
Special Counsel to the
Attorney General

DCA:cm
cc: Jack Sollis, Assistant Attorney General
William Cloran, Assistant Attorney General

9737 jc

STATE COPY

cc:OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO
Fredrickson
FOR

info	Inves	R/D	R/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

IN COMPANY WITH
Doug Green, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-12-85	W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	IR-5-3(132)174

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	18 %	20 %

GOSHEN - COTTAGE GROVE (NORTH BOUND LANES)
PACIFIC HIGHWAY
Grading, Paving, Structures, Illumination and Landscaping

PURPOSE AND SCOPE OF INSPECTION

The purpose of this inspection was to determine the overall adequacy, extent and effectiveness of the procedures being followed by both the contractor and project personnel in obtaining relative compliance with the quality control requirements relative to the construction of the continuously reinforced Portland cement concrete pavement. The field inspection also included an overall review and evaluation of the traffic control measures being employed on the project.

FINDINGS

At the time of this inspection the contractor was paving the 26 foot wide by 10 inch thick continuously reinforced concrete pavement section on Stage III at approximately Station 325 northbound. The paving train included a CMI electronically controlled concrete spreading machine which positions the longitudinal reinforcing steel deposits and vibrates the correct amount of concrete mix in advance of an electronically controlled Comaco slip form paving machine which performs the final strike-off and mechanically places the 30 inch long No. 3 tie bars at 3 foot centers between the two travel lanes as specified. This operation is then followed by final finishing of the surface with hand floats and two ten foot straight edges. The final surface texture and curing compound are then added using a self-propelled automatic brooming machine which produces a very uniform and acceptable final surface. It was interesting to note that the surface texturing was being performed in only one direction in order to obtain a more uniform final surface texture.

(Continued)

The batching operation was inspected and found to be in reasonably close conformance with various specification requirements. The stockpiles being used were constructed in such a way as to prevent intermixing, contamination and segregation of the materials. The batch plant is equipped with bins, weigh hoppers and scales for weighing the sand, each size of coarse aggregate and the cement. Moisture tests are being run on the aggregate every morning and the water/cement ratio, which has been running around 0.47 (specifications require a 0.50 or less), is being checked and recorded daily.

The portable automatically controlled 10 cubic yard capacity Eisenhour batch plant is equipped with an interlocking device which prevents any part of a batch from being discharged until each separate hopper has been filled with the correct proportions of the mix and does meet the other requirements of Section 450.32(b) of the Standard Specifications. The batch scales which are in full view of the operator and inspector during batching operations were tested and certified earlier this year by Fairbanks and Morse. The plant inspector continually monitors and records the amount of cement contained in each 8 cubic yard batch of concrete mix. The plant is programmed to provide two batch proportions; one for the normal 6 sack mix and the other for the 7 1/2 sack mix required with the last 50 feet in back of the construction joints and the first 100 feet beyond construction joints as specified.

The drum speed (20 cycles per min.) and the volume of the batch (8 c.y.) are in conformance with the manufacturer's recommendations. The mixing drum was completely rebuilt during the winter, including the mixing blades which were replaced. The flow of water to the drum is uniform and all water is in the drum before the end of the first third of the mixing time. A portion of the water does enter the drum in advance of the cement and aggregates as specified. The water is measured and controlled by a flow meter and the air-entraining admixture is being introduced by air cylinders. The mixer is equipped with a timing device that prevents discharge of the batch until the mixing time, 90 seconds total, has elapsed.

The subgrade, 9 inches of cement treated base, which was previously trimmed using a subgrade trimmer and profiled, is being moistened prior to placement of the concrete mixture. The condition of the reinforcing steel and the length of splice laps were checked and found to meet specification requirements. Extra steel is being added at construction joints as specified and the depth of rebar is being checked and recorded continuously.

The specifications for this project require the longitudinal steel to be placed with the bottom surface of the bar at mid-depth of the slab with a plus or minus 3/4 inch tolerance. Some problems

are being encountered in meeting the requirement. Based on checks made to date the specification tolerance is being met only about 65 to 70 percent of the time while about 95 percent of the time the depth of the rebar is within plus or minus 1 inch of the specified depth. The three longitudinal bars on each side of the center joint are being lowered as required and at the time of this inspection the required tie bars between the two travel lanes were being placed mechanically as specified. Vibration of the concrete is satisfactory with additional vibration (hand vibrators) being provided at construction joints.

Curing compound, Burke Wax Emulsion, is being applied at the rate of 150 sq. ft/gal. (manufacturer recommends 300 sq. ft/gal), immediately following final surface texturing and no part of the concrete is being left exposed. The 110 gallon capacity spreader being used to place the curing compound is equipped with an agitator drum to keep the white pigment in suspension during application. The longitudinal joint is being sawed to the specified width and depth the following day. Header boards and a 4 foot wide self-supporting working platform are being used at each construction joint as specified.

Graphic profiles are being taken as soon as the concrete has hardened sufficiently. Some minor problems were encountered in fully meeting the smoothness requirements on the initial 500 foot test section. (7.2 inches per mile was obtained as compared to the 7 inches per mile or less specified). However, on a subsequent 500 foot test section a smoothness of about 3 inches per mile was obtained. The smoothness has continued to improve to where the overall average for the work performed to date is about 2 to 2 1/2 inches per mile. Very little grinding will be required in order to fully meet the smoothness requirements of the specifications.

The mix design being used was determined by the contractor as required by the specifications. Mix design calculations, test reports on aggregates, certifications covering cement and admixtures and compressive strengths for cylinders prepared from test batches, were submitted to the project manager as required by the specifications. The contractor does have a "quality control technician" (certified by the State Lab.) on the project during concrete pours who performs air content, unit weight, yield, temperature slump and compressive strength tests. At the time of this inspection the air content was running about 5 percent (specifications require 4 to 7 percent), and the slump was running around 1 1/2 inches. To date no 28 day compressive strength tests have been performed on the concrete being placed.

(Continued)

The methods, procedures and equipment being used to control traffic past the section of freeway under construction was reviewed and found to be in conformance with the plans, specifications and the MUTCD. The median crossings were well signed and illuminated in accordance with the plan requirements. The temporary concrete median barrier separating the northbound and southbound traffic throughout the length of the detour is being maintained in an acceptable manner.

RECOMMENDATIONS

As noted previously some difficulty is being encountered in meeting the specified tolerance for vertical placement of the longitudinal steel. Since the primary function of the longitudinal steel is to control crack spacing and crack width, the need for such a restrictive tolerance, especially for slab depths of 10 inches or more is questionable. A one inch tolerance would not only be adequate but actually obtainable with some effort using the equipment currently available. It is recommended therefore that consideration be given to revising this requirement to provide for a one inch tolerance on future projects.

Section 450.42(b) of the Standard Specifications requires that the average texture depth shall not be less than that of a standard reference block. It further indicates that a standard reference block be available at the regional office and at the project manager's office. A standard reference block is not available at either location. On this project the textured finish is very uniform and is being accomplished using a steel-tine tool that marks the finished concrete surface to a depth of approximately 1/8 inch (specifications require 3/16+ - 1/16 of an inch), and does meet the other specification requirements relative to width and spacing of the markings. It is recommended that the reference blocks be furnished as specified or the specification eliminated, if in fact they are considered unnecessary.

- WNB _

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(132)174		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon	4. PROGRAM NO.	2A. COUNTY NAME Lane
	5. ITEM NO. 40027	

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
AT HWY ENGR
MAY 23 '85
REFER TO
Potter
FOR
Orig 5/23
Rt. | Proj. | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-18-85	Interstate 5	Primary 1

10. GENERAL LOCATION:

GOSHEN - COTTAGE GROVE (NORTHBOUND LANES) SECTION

11. GENERAL DESCRIPTION OF WORK

Install temporary power service lines and furnish power at Cottage Grove Interchange

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of January 18, 1985 as requested in Mr. Fredrickson's May 16, 1985 letter as being cost effective for the use of Lane Electrical Cooperative forces to proceed with the above work. State Force Orders Nos. 2 and 3 representing work to be performed by Lane Electric Cooperative are approved for a TEC of $450; Federal Funds $415.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5-22-85	G Christiansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(132)174

2. STATE PROJECT NO. See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40027

2A. COUNTY NAME: Lane

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-18-85	Interstate 5	Primary 1

10. GENERAL LOCATION:

GOSHEN - COTTAGE GROVE (NORTHBOUND LANES) SECTION

11. GENERAL DESCRIPTION OF WORK

Install temporary service lines and furnish power at various locations within project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of January 18, 1985 as requested in Mr. Fredrickson's May 16, 1985 letter as being cost effective for the use of Emerald Peoples Utility District forces to proceed with the above work. State Force Orders Nos. 6 and 7 representing work to be performed by Emerald Peoples Utility District are approved for a TEC of $7,550; Federal Funds $6,963.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/22/85	C. A. Christiansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(132)174

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 40027

2A. COUNTY NAME: Lane

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO
Potter
FOR

Orig. to 5/23

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-18-85	Interstate 5	Primary 1

10. GENERAL LOCATION:

GOSHEN - COTTAGE GROVE (NORTHBOUND LANES) SECTION

11. GENERAL DESCRIPTION OF WORK

Install temporary power service lines and furnish power at various locations within project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of January 18, 1985 as requested in Mr. Fredrickson's May 16, 1985 letter as being cost effective for the use of Pacific Power and Light Company forces to proceed with the above work. State Force Orders Nos. 4 and 5 representing work to be performed by Pacific Power and Light Company are approved for a TEC of $2,100; Federal Funds $1,937.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/22/85	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION STATE COPY ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 2 '85
REFER TO
Fredrickson
FOR
Info | Aves | R/D | D/R | Sign | Jct | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lane	Oregon

IN COMPANY WITH
Bill Quinn, Doug Green, and Rob Paul; OSHD

cvg 5/2

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/18/85	W. N. Bryant, Area Engineer	IR-5-3(132)174

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	9 %	3 %

GOSHEN - COTTAGE GROVE (N.B. LANES)
PACIFIC HIGHWAY
Grading, Paving, Structures, Illumination, and Landscaping

The work to be completed under this project consists of the construction of roadbed grading, cold plane removal of AC pavement, removal of PCC pavement, cement-treated base, aggregate base, asphalt concrete pavement, continuously reinforced portland cement concrete pavement, latex-modified concrete resurfacing of structure, illumination, and landscaping on a 13.18 mile section of I-5. A contract in the bid amount of $9,729,188.00 was awarded Wildish Corvallis Construction Company on 1-2-85. Project work started on 3/11/85.

At the time of this inspection the only work underway consisted of removing and stockpiling of salvaged PCC pavement, trimming the subgrade between stations 330 and 350, forming and placing steel for the terminal expansion joints and terminal anchors for the Hill Creek structure, and excavating foundations for permanent illumination poles and bases, all on unit 3. The northbound traffic has been detoured onto the southbound lanes and separated from the southbound traffic by temporary concrete median barrier in accordance with the plans and specifications.

The contract permits the contractor to work on two or more nonconsecutive units at a time. However, due to the cost of the temporary concrete median barrier to be used to detour traffic (the contractor bid only 1[illegible] per foot) he has chosen to work only one unit at a time. The first unit to be constructed extends from approximately station 277 to station 435 and includes the Creswell interchange area.

The traffic control measures, including placement of the temporary concrete median barrier, was reviewed and found to be adequate and in reasonably close conformance with the stage 1 temporary protection and direction of traffic plans and the MUTCD except for a minor change at the northbound off-ramp of the Creswell interchange. This connection was moved northerly past the Hill Creek structure to permit permit planned reconstruction of the bridge deck.

(continued)

*U.S. GPO: 1985-466-568

Traffic has been using the revised connection for several days with no apparent problems. The stage II connection will be constructed as shown on the plans.

The project manager advised that the concrete mix design for the CRCP has been approved and that the mix design for the cement treated base mixture has been submitted for approval. He also advised that all materials incorporated into the work to date has been tested or field inspected and found to be in reasonably close conformance with specification requirements.

#######

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 29, 1985

TRA IN REPLY REFER TO FILE NO.:

copy 4
Con 18.5
T.O.D.
3+

The Honorable Peg Jolin
State Representative
H291 State Capitol
Salem, OR 97310

Reference is made to your letter expressing concern about the impact the reconstruction of Interstate 5 has on the tourist-oriented businesses in Creswell.

The Chamber of Commerce from Cresell has indicated to the Project Manager their concern over tourists knowing of the facilities in Creswell. The following signing has been added to the project:

"CRESWELL 1 MILE" with a blue "GAS-FOOD-LODGING-CAMPING" sign installed below.

"CRESWELL 1/2 MILE" with a blue "GAS-FOOD-LODGING-CAMPING" sign installed below.

We will have the tops of the Japanese Rosebushes in the median cut so that northbound traffic traveling on the detour section in the southbound lanes will be able to see over the bushes and read the tourist-oriented signing. We have also made revisions in the construction plans to shorten the length of time needed to complete construction in the Creswell area.

The contractor plans to begin moving the concrete barrier on March 27 and begin actual construction on that section of highway on April 3. They have furnished a schedule which indicates it will take 63 days to complete this section.

We trust the above changes will alleviate the problem of tourists finding the facilities in Creswell and also enable the contractor to complete his work in a minimum amount of time.

Fred D. Miller
Director
(Reg. 3 Off) rw

bc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
L. E. George
J. J. Gix

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

731-0188

ROUGH DRAFT OF REPLY TO LETTER FROM REPRESENTATIVE JOLIN
March 26, 1985

OK Ed

Reference is made to your letter expressing concern about the impact the reconstruction of ~~the~~ Interstate ~~Highway~~ 5 has on the tourist-oriented businesses in Creswell.

The Chamber of Commerce from Creswell has indicted to the Project Manager their concern over ~~of the problem~~ of tourists knowing of the facilities in Creswell. The following signing has been added to the project:

Creswell 1 Mile with a blue Gas-Food-Lodging-Camping sign installed below.

Creswell 1/2 Mile with a blue Gas-Food-Lodging-Camping sign installed below.

We ~~are also going to~~ will have the tops of the Japanese Rosebushes in the median cut ~~down to where the~~ so that northbound traffic traveling on the detour section in the southbound lanes will be able to see over the bushes and read the tourist-oriented signing. We have also made ~~some~~ revisions in the construction plans to shorten the length of time needed to complete construction in the Creswell area.

The Contractor plans to begin moving concrete barrier March 27, and begin actual construction on that section of highway April 3. They have furnished a schedule which indicates it will take 63 days ~~of work~~ to complete this section.

We trust the above changes will alleviate the problem of tourists finding the facilities in Creswell and also enable the Contractor to complete his work in a minimum amount of time.

orig. Miller 3-28

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STATE HWY ENGR
MAR 28 '85
REFER TO
FOR

Issue	R/W	D/R	Sign	Act	File

PEGGY L. JOLIN
LANE AND DOUGLAS COUNTIES
DISTRICT 44

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310-1347
☐ 31251 Joe Geer Road
Cottage Grove, Oregon 97424

COMMITTEES
Vice-Chair, Interim Chair:
Sunset Review
Member:
Housing and Urban Development
State and Federal Affairs

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310-1347

March 15, 1985

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

It has come to my attention the State Highway Department is going to begin construction on the north bound lanes of Interstate 5 from Cottage Grove to Goshen. I am interested in when the Creswell section of this construction will begin.

The president of the Creswell Chamber of Commerce, Mr. Warren Johns, has estimated that Creswell lost about $1.5 million in tourism revenue last year due to last year's improvement efforts. It is my understanding this construction may be moved up to April, thereby lessening the negative impact on tourism.

I would like you to know I strongly support this proposal.

Additionally, the Creswell Exit sign's will not be visible to highway traffic during this construction. Would it be possible to move these signs to the center meridian for increased visibility?

I would greatly appreciate any assistance you could provide in this matter.

Sincerely,

Peg Jolin
State Representative
District #44

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STAT HWY ENGR
MAR 19 '85
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: Creswell Chamber of Commerce
Mr. James J. Gix

cy WES

ROSEBURG REGION
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RECEIVED
DOT DIRECTOR
MAR 19 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9937

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: C. O. Fredrickson
Construction Engineer

DATE: February 28, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Public Complaints

I was visited in my office this date by three ladies from the Creswell area who were expressing extreme concern about Wildish getting the contract of the northbound treatment of lanes on I-5 south of Goshen.

There was no one else available for them to talk to, so I heard their complaints about the project.

They said that the ride quality on the job that Wildish did on the southbound lanes was extremely poor. They said that there were extreme bumps at the bridges, and that the ride quality on the latter portions of the contract that Wildish did was extremely poor. They said that the ride was so bad that it had received considerable public complaint in the local area, including comments on a local radio broadcast and news media.

They were in Salem on other business and stopped at the Highway Division headquarters to express their extreme concern over Wildish getting the northbound contract and the risk of performing the same poor workmanship.

I explained to them that I would take this information and forward to you for any knowledge about what went wrong on this job. I said you would refer this situation to Jim Gix so that he can follow up on it as appropriate. I would suggest a visit from someone at the region level to the person who is the lead spokesperson for this group of three. I think that she is on the Creswell city council, although I am not sure.

Her name is Ms. Marie Frazier. Her address is 806 Oregon Avenue, Creswell, Oregon 97426. She can be reached by phone at 895-2988, however, she works three days a week and said she was hard to get a hold of by telephone.

GAP:pf

cc: W. E. Schwartz
Jim Gix, Region 3

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
MAR 4 '85
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

81-125-1387

9134

January 10, 1985

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

CON 5

#9939

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9939 for work on the Goshen-Cottage Grove (Northbound Lanes) Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
D. W. Greene
Merle Anderson
L. E. George

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

December 24, 1984

HAND DELIVERED--December 26, 1984

Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Subject: I-5--Goshen to Cottage Grove (NB)
Proposed DBE/WBE Contractors

Gentlemen:

On subject project, Wildish anticipates meeting the DBE-10%/ WBE-2% goals as follows:

DBE -- Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, OR 97448

Item #	Description	TOTAL $$*
30	Cont. Reinforced Conc. Pave.	$948,760
31	Reinforced Concrete Pavement	6,076
32	Pavement Terminal Anchors	30,420
33	Terminal Expansion Joints	5,460
	*Yurok to furnish steel reinforcement and place slipform paving steel	
	EXTENDED TOTAL	$990,716 (10.18%)

DBE -- Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Item #	Description	TOTAL $$	
2	Mobilization (rail only)	$ 6,500	
15	Remove Structures (rail only)	12,000	
37	Rail, 2A	73,305	
38	Rail, 3	10,500	
39	Rail Ancnors, 1	6,160	
40	Rail Anchors, 1 Modified	7,840	
41	Rail Ends, B	217	
42	Rail Ends, C	1,760	
43	Bridge Connections	7,200	
	EXTENDED TOTAL	$125,482	(1.29%)

WBE -- A&G Landscaping, Inc.
35886 Willama Vista
Pleasant Hill, OR 97455

Item #	Description	TOTAL $$	
35	Surfacing Drains	$148,015	
36	Surface Drain Outlets	32,087	
64	Seed, Fertilize, Mulch	2,750	
65	Shrubs	8,820	
66	Bark Mulch	4,200	
	EXTENDED TOTAL	$195,872	(2.01%)

Please approve this program of 11.47% DBE/2.01% WBE so award can be made as soon as possible. Thank you.

Very truly yours,
WILDISH CORVALLIS CONSTRUCTION CO.

Timothy D. Hendrix
Timothy D. Hendrix
Chief Estimator

RECEIVED
DEC 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(132)174

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40027

2A. COUNTY NAME: Lane

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
FOH
Info | Invest | R/D | O/R | Engr | Fct | File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/28/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Goshen - Cottage Grove (Northbound Lanes) Section

11. GENERAL DESCRIPTION OF WORK

Pavement Restoration

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 11/26/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11/26/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $12,102,113; Federal Funds $11,160,566.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/4/84	D. K Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9121.

CON 21-2
I-5, 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

12-4-84
~~November 29, 1984~~
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-3(127)
Goshen-Cottage Grove (Northbound) Section
Lane County

The roadside inventory submitted with Mr. Versteeg's November 21, 1984 letter has been reviewed. We concur that the proposed corrective actions are in the public interest. It is our understanding that the bridge section will document the proposed corrective action relative to bridge widths, bridge rails and illumination pole relocation or replacement by separate letter.

Sincerely yours,

G. K. Hassmer
for Dale E. Wilken
Division Administrator

cc:
OSHD (H Versteeg)
OSHD (G Potter)

12-4-84 NOTED E. S. HUNTER
cy-Walt Hart
Why don't we write one letter on the inventory? Perhaps you and Christensen need to discuss.
ESH

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STATE HWY ENGR
DEC 3 '84
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1-5
CON 21-2
I-5, S.

ROAD DESIGN SECTION

DATE: November 21, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Goshen-Cottage Grove (N.B.)
Pacific Highway
Lane County

This is to document the action taken on the items identified in the roadside inventory. Attached is a copy which has the action taken listed in the last column.

There are 9 structures and 7 illuminaire poles that are being reviewed for widening, rail replacement, pole relocation or pole replacement. Our Bridge Section will document the action taken under separate cover.

We solicit your concurrence that the corrective action proposed is in the public's interest.

JHV:NH:bn

Atch.

cc: B.S. Hunter
J.J. Gix
W.J. Hart, w/atch
L.E. George

bcc: Norm Henry, w/atch.

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

1 Duane

Do Not File ☐
Return To
Bring Up ____/____/____
Action

OSHD ROADSIDE INVENTORY

Section: Goshen - Cottage Grove (N.B.) Prefix: 620-1902 Date:

Hwy. No.: 1 Hwy.: Pacific County: Lane Partychief: Tom E. Sheets Sh[illegible] at

No	Sta. to Sta. or M.P. to M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	* Referred to Bridge [illegible] See Attached [illegible] Action Taken
1	174.79		✓			Light Pole On Decel Lane - Photo 1 & 2	Move Out Of Clear Zone	*
2	174.82		✓			"	"	*
3	174.84		✓			"	"	*
4	174.88		24			Light Pole On Mainline	"	*
5	174.87	174.88	52			6 Trees - Evergreen - 4"-12" Dia.	Remove	Remove
6	174.94		32			4"x6" Sign Post	Drill	None - Not Required
7	175.04		✓			Light Pole On Accel. Lane	Move Out Of Clear Zone	*
8	175.27		32			4"x6" Sign Post	Drill	None - Not Required
9	175.29	175.37	✓			Guard Rail - Flare Rate Not Standard	(1) Guard rail is to be replaced as it will be just standard	
10	175.34	✓				Guard Rail w/Mound - Flare Rate Not Stard.	in height - Flare rates will be to new standard	
11	175.37	175.44	✓	✓		Row River Br. - 3' Shldr. Lt & Rt.		*
12	175.44	175.58		✓		Guard Rail - Flare Rate Not Standard	See (1) Above.	
13	175.55	175.58	✓			Guard Rail - "		
14	175.58	175.62	✓	✓		Bridge - 3' Shldr. Lt. & Rt		*
15	175.80	175.84		✓		Guard Rail - Flare Rate Not Standard	See (1) Above	
16	175.81	175.84	✓			Guard Rail w/Mound - "	See (1) Above	
17	175.84	175.85	✓	✓		Bridge - 10' Shldr. Rt. & 6' Shldr. Lt.		*
18	175.99			55'		Guy Line For Power Pole	None	None
19	176.61			32'		4"x6" Sign Post	Drill	None - Not Required
20	176.70			30'		Small Trees & Brush - 4"-6" Dia.	Remove	Remove
21	176.73	176.76		✓		Cone. Barrier - Flare Rate Not Standard	Replace	None
22	176.73		✓			Cone. Barrier "	"	"
23	176.81			40'		10 Trees - Oak - 6"-18" Dia. Photo #3	Remove	Remove

Note: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway ℄ in direction of traffic.
Other Roadways (2 lane): Dist. Lt. or Rt. is from ℄ in direction of increasing M.P. or stationing used.

OSHD ROADSIDE INVENTORY

ection: Goshen - Cottage Grove (N.B.) Prefix: 620-1902 Date:

y. No.: 1 Hwy.: Pacific County: Lane Partychief: Tom Edwards Sht. 2 of 5

Sta. or M.P.	to Sta. or M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	* Deferred to Bridge Spec - See Attached Sht. Action Taken
177.27			32'			4"x6" Sign Post	Drill	None - Not Required
177.42			32"			4"x6" Sign Post	"	"
177.85	177.89		✓			Guard Rail - Flare Rate Not Standard	See (1) Sheet 1	
177.85	177.89	✓				Guard Rail - "	See (1) Sheet 1	
177.89	177.90	✓	✓			Brown Cr. Br. - 10' Shldr. Rt & 6' Shldr. Lt.		*
178.14			34'			4"x6" Sign Post	Drill	None - Not Required
178.32	178.36		✓			Guard Rail - Flare Rate Not Standard	See (1) Sheet 1	
178.32	178.36	✓				Guard Rail - "	See (1) Sheet 1	
178.36	178.42	✓	✓			Gettings Cr. Br. - 2' Shldr. Lt & Rt.		*
178.46			✓			Extg. 3:1 Slopes	None	None
178.55			32'			4"x6" Sign Post	Drill	None - Not Required
178.72			32'			4"x6" Sign Post	"	"
178.75			✓			36" Culv. Pipe w/Paved End Slope	Add Grate	None
178.98	179.02		✓			Guard Rail - Flare Rate Not Standard	See (1) Sheet 1	
179.10			34'			4"x6" Sign Post	Drill	None - Not Required
179.21	179.46		✓			Guard Rail - Flare Rate Not Standard	See (1) Sheet 1	
179.60			40			Tree	Remove	Remove
179.60	179.64		✓			Guard Rail - Flare Rate Not Standard	See (1) Sht 1	
179.60	179.64	✓				Guard Rail - "	See (1) Sht 1	
179.64	179.66	✓	✓			Stalder St. Br. - 10' Shldr. Rt & 6' Shldr. Lt.		*
179.66	179.93		✓			Guard Rail - Flare Rate Not Standard	See (1) Sht 1	
179.90	179.93	✓				Guard Rail w/Mound - "	See (1) Sht 1	
179.93	180.04	✓	✓			Willamette R. Br. - 3' Shldr. Lt. & Rt.		*

ote: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway & in direction of traffic.
Other Roadways (2 lane): Dist. Lt. or Rt. is from & in direction of increasing M.P. or stationing used.

OSHD ROADSIDE INVENTORY

Section: Goshen - Cottage Grove (N.B.) Prefix: 620-1902 Date:

Hwy. No.: 1 Hwy.: Pacific County: Lane Partychief: Tom Edmonds Sht. 3 of 3

No.	Sta. or M.P.	to Sta. or M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	* Deferred to Bridge Engineer's Action Taken
47	180.40	180.49		✓			Guard Rail - Flare Rate Not Standard	Sec (1) Sheet 1	
48	180.40	180.49	✓				Guard Rail w/Mound - "	See (1) Sheet 1	
49	180.49	180.50	✓	—			Bridge - 10' Shldr. Rt. & 6' Shldr. Lt		*
50	180.58			39'			Exty. Fence, Power Pole & Guy Line	See Below	Protect with Barrier
51	180.56	180.62		✓			Concrete Barrier	Extend Barrier To Protect Pole & Guy Line	Extend Barrier 200'
52	180.89			44'			12' x 7' Cattle Pass	Const. Guard Rail	Const. Guard Rail
53	180.89	180.97		48'			Exty. Ditch	Extend Guard Rail From Cattle Pass	None, See Attached Sht.
54	181.03			45'			Trees - Cottonwood - 30" Dia.	Remove	Remove
55	181.11	181.18		49'			6 Trees - Oak - 4'-12" Dia.	Remove	Remove
56	181.30			46'			12' x 8' Cattle Pass	Const. Guard Rail	Const. Guard Rail
57	181.37			48'			8 Trees - Small	Remove	Remove
	182.04	182.07		✓			Conc. Barrier - Flare Rate Not Standard	See (1) Sht 1	
59	182.04	182.07	✓				Conc. Barrier - "	See (1) Sht 1	
60	182.11			35'			Trees - Cherry - 4" & Smaller Dia.	Remove	Remove
61	182.27			35'			2 Trees - Hardwood - 4" Dia.	Remove	Remove
62	182.41			45'			12' x 8' Cattle Pass	Const. Guard Rail	Const. Guard Rail
63	182.43			48'			Trees On 4:1 Slope	Extend Guard Rail From Cattle Pass	Remove Trees
64	182.58			32'			Light Pole	Move Out Of Clear Zone	
65	182.61	182.65		✓			Guard Rail - Flare Rate Not Standard	See (1) Sht 1	
66	182.64	182.65	✓	✓			Bridge - Shoulders O.K.		
67	182.69			24'			Light Pole	Move Out Of Clear Zone	
68	182.75			34'			4" x 6" Sign Post	Drill	None - Not Required
69	182.82	182.84		✓			Guard Rail - Flare Rate Not Standard	See (1) Sht 1	

Note: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway ℄ in direction of traffic.
Other Roadways (2 lane): Dist. Lt. or Rt. is from ℄ in direction of increasing M.P. or stationing used.

OSHD ROADSIDE INVENTORY

Section: Goshen - Cottage Grove (N.B.) Prefix: 620-1902 Date:

Hwy. No.: 1 Hwy.: Pacific County: Lane Partychief: Tom Edwards Sht. 4 of 5

No.	Sta. or M.P.	to Sta. or M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	* Deferred * Bridge See See Attached Sht. Action Taken
70	182.82	182.84	✓				Conc. Barrier - Flare Rate Not Standard	Replace	None
71	183.01	183.04		✓			Guard Rail - Flare Rate Not Standard	See ① Sheet 1	
72	183.01	183.04	✓				Guard Rail - "	See ① Sheet 1	
73	183.04	183.09	✓	✓			Bridge - 10' Shldr Rt & 6' Shldr Lt		*
74	183.22			36'			4"x6" Sign Post	Drill	None - Not Required
75	183.68			49'			24" Culv. w/ Paved End Slope	Extend Culv. 10' & Const New Paved End Sl.	None
76	183.73			34'			4"x6" Sign Post	Drill	None - Not Required
77	183.95			51'			Tree - Small	Remove	None
78	183.95			51'			24" Culv. w/ Paved End Slope	None	None
79	183.98			✓			18" Culv. w/ Paved End Slope	None	None
80	184.20	184.24		✓			Conc. Barrier - Flare Rate Not Standard	Replace	None, See Attached Sht.
81	184.20	184.24	✓				Conc. Barrier - "	Replace	None, "
82	185.41	185.46		✓			Guard Rail w/ Mound - Flare Rt. Not Standard	See ① Sheet 1	
83	185.43	185.46	✓				Guard Rail - "	See ① Sheet 1	
84	185.46	185.48	✓	✓			Comes Sunle Cx Bn - 10' Shldr Rt & 6' Shldr Lt		*
85	186.26			✓			4"x6" Sign Post	Drill	None - Not Required
86	186.26			✓			4"x6" Sign Post	"	"
87	186.40	186.43		✓			Conc. Barrier - Flare Rate Not Standard	Replace	None, See Attached Sht
88	186.40	186.43	✓				Conc. Barrier - "	"	" "
89	186.43	186.53		✓			Rock Face & Cut Slope 1½:1 - Photo 4&5	Extend Concrete Barrier	None, See Attached Sht.
90	186.62			✓			Sign Breakaway Buried - Photo 6&7	Raise Exstg. Breakaway	Reshape Ditch
91	186.90	186.93		48'			15 Trees - 4"-6" Dia. - 6:1 Slope	Remove	Remove
92	187.99	188.03		✓			Guard Rail - Flare Rate Not Standard	Replace	None - Proj. Limit 187.93

Note: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway ℄ in direction of traffic.
Other Roadway (2 lane): Dist. Lt. or Rt. is from ℄ in direction of increasing M.P. or stationing used.

OSHD ROADSIDE INVENTORY

Section: Goshen - Cottage Grove (N.B.) Prefix: 620-1902 Date:

Hwy. No.: 1 Hwy.: Pacific County: Lane Partychief: Jim Edwards Sh' Lof

½	Sta. or M.P.	to Sta. or M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	*Deferred to Bridge Sec. See Attached Spt. Action Taken
93	188.10			✓			4" x 6" Sign Post	Drill	None - Not Required - Off Project
94	188.20	188.30		✓			Guard Rail w/Mound - Flare Rate Not Standard	Replace	None - Off Project
95	188.28	188.30	✓				Guard Rail "	"	"
96	188.30	188.37	✓	✓			Bridge - 3' Shldr. Lt. & Rt.		*

Note: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway ℄ in direction of traffic.
Other Roadways (2 lane): Dist. Lt. or Rt. is from ℄ in direction of increasing M.P. or stationing used.

CON 21-2
U.S. 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

September 27, 1984
IN REPLY REFER TO

HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IR-5-3(127)
Goshen - Cottage Grove (Northbound) Section

The surfacing design and supporting data submitted with Mr. Terpin's August 30, 1984 letter has been reviewed. The proposed design consisting of the removal of the existing 8-inches of concrete pavement from the travel lanes and replacing it with 10-inches of continously reinforced PCC pavement 26 feet wide on 6-inches of treated base (the outside traffic lane being 14 feet wide with the shoulder stripe at 12 feet from centerline) with 4 inches of AC wearing surface and base over the existing shoulders is considered adequate for the 30-year design period and is approved. It is understood the existing PCC pavement will be recycled as treated base.

Sincerely yours,

for D. K. Hansen
Dale E. Wilken
Division Administrator

cc: Frank Terpin (OSHD)
John Scofield
G. Potter

RECEIVED
STATE HWY ENGR
OCT 2'84
REFER TO
Hunter
FOR
Info X | Invest | R/D | D/R | Sign | Act | File

Con 21-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: August 30, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin ORIGINAL SIG
Location Engineer FRANK E. TERPIN

SUBJECT: Goshen-Cottage Grove (Northbound) Section
Pacific Highway
Lane County

NOTED
E. S. HUNTER

Submitted herewith is a surfacing design with supporting data for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

This project has developed extreme slab deterioration due to the increase of traffic beyond the design projection.

Our rehabiitation design is for a 30-year period. It calls for removing 8 inches of existing pavement from the travel lanes and replacing them with 10 inches of continuously reinforced PCC. The ouside lane of CRPCC will be 14 feet wide with the shoulder (fog) stripe being marked 12 feet from the centerline. This will leave approximately two feet of CRPCC to provide extra support on the outside edge of the travel lane.

The CRPCC design is based on the new PCA method. Documentation supporting this design is attached.

If any questions should arise about this analysis, they will be promptly answered.

Attachment

FET:RTN:js ge

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
J. J. Gix
R. T. Noble

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: F I L E S

DATE: August 27, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: FAI-4R Projects - Pavement Rehabilitation

Today I met with Hal Versteeg, Don Adams and Frank Terpin to determine pavement rehabilitation strategies for various interstate 4R projects. Frank Terpin, Don Adams and I made a field trip on August 22 and 23 to look at projects on I-5 between Salem and the California State Line.

The following strategies were decided on and will be submitted to FHWA for approval:

1. Goshen-Cottage Grove N.B. Remove and replace existing PCC pavement with 10" CRPCC and 6" C.T.B., with outside lane 13' wide. Remove existing A.C. shoulder and replace with 4" new A.C. Finish grade will be approximately 2" above existing.

   Estimated cost = $11.0 million.

2. Elkhead Road-Rice Hill S.B. Eleven-inch CRPCC Inlay with 6" of cement treated existing roadbed - 14' wide. The inside lane and shoulders will have the one-inch class "E" mix wearing surface removed. Three inches of class "C" A.C. will then be placed on the inside lane and shoulders.

   Estimated cost = $4.1 million.

3. Azalea-Glendale Bonded PCC overlay 4" thick of the existing CRPCC pavement. Some replacement of the outside lane will be necessary. Project will include necessary subdrains and A.C. shoulder paving.

   Estimated cost = $3.8 million.

4. Ladd Canyon-North Powder Replace damaged CRPCC pavement in the E.B. outside lane. Repairs to include removal of old cinder base. Project also will include placing CRPCC pavement through the slide area which is now stable.

   Estimated cost = $2.0 million.

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Let | File

JTS:ge
cc E. S. Hunter, Don Adams, Jim Gix, Ron Noble, Steve Macnab, J. H. Versteeg, Frank Terpin, Bob Hector, Jack Sullivan

81-125.1387

Contains Recycled Materials

7-1-1

nig

CON 21-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(127)175 I- E, S

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-20-83

4. PROGRAM NO.

5. ITEM NO. 40027

2A. COUNTY NAME Lane

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-20-83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

GOSHEN - COTTAGE GROVE (NORTHBOUND) SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

G - P. E. P. Dr.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $82,400; FF $75,989
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated October 11, 1983.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy 10/26

14. DATE: 10-20-83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoover

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7739

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

I-5

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Goshen-Cottage Grove N.B.)

REGION
3

SURVEY AUTHORITY

Hwy 2

AUTHORIZATION NO. 1

PREFIX 620-1902

DATE 9-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 40,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 7,000
902 CITIZEN'S INVOLVEMENT	---		916 PHOTO-GRAMMETRY			934 GEOLOGY		1,000
903 LOCAL GOVERNMENT	---		918 LOCATION		3,000	935 SOILS		2,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		400	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	---	
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		2,000.	926 FOUNDATION		1,500	980 PUBLIC HEARING	---	
913 RIGHT-OF-WAY LIAISON	---		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 82,400
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX
N/A

FEDERAL AID PROJECT NUMBER
IR-5-3(127)175

LOCATION ENGINEER'S REMARKS

This authority is for the state to prepare plans and specifications for the rehabilitation of this section of I-5 by contract methods.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmayer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY: Stuart Ittnell — DATE: 9-23-83

RECOMMENDED, REGION ENGINEER: XX L.K. Wilson — DATE: 9-23-83

RECOMMENDED, LOCATION ENGINEER: X [illegible] — DATE: [illegible]

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: [signature] — DATE: 10/12/83

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature] — DATE: 10-11-83

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 10-20-83

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1953

SECTION: Goshen-Cottage Grove (N.B.)

REGION: 3 8-1-83

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1	Pacific	FROM 187.80 TO 174.75	13.05

☐ URBAN ☒ RURAL

CITY:

COUNTY: Lane

ROAD/STREET NAME:

ROUTE # I-5

FEDERAL AID # I-5

APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 135	
RIGHT OF WAY	$	
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 70	
	$	
30% 49% ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION		$ 6,600
TOTAL ESTIMATE		$ 6,735

PROJECT DATA

GRADING (✓)	✓	
PAVING (✓)	✓	
STRUCTURES (✓)		
SIGNING (✓)	✓	
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	3	
WORK TYPE (1-12)	4	

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING — RECOMMENDED LETTING DATE (QUARTER/YEAR) / 84 — RECOMMENDED FUNDING SOURCE: 4R — RECOMMENDED PROGRAM YEAR: 82-87 Six Yr. Prog.

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	23,000	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Rapidly accelerating distress is apparent in the outside lane over the last 2-3 years. Approximately 38% of the reinforced concrete panels are broken in the outside lane.

PROPOSED SOLUTION

Stabilize the slabs in the inside lane and replace approx. 2%. Install subdrains for entire length of project. Replace the entire outside lane with 10" of C.R.P.C.C. on 6" of C.T.B. and pave new 4" shoulders.

PROJECT UNIT

REQUESTED REGION ENGINEER — X L. K. Wilson — DATE 8-2-83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS — X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION — X — DATE — TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING PROJECT UNIT

(2) 734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Goshen-Cottage Grove

REGION
3

8-1-83

PROJECT JUSTIFICATION

Constructed in 1963 this reinforced concrete pavement is now at its 20-year life. Due to the heavy truck traffic on this section, the outside lane is beyond saving and the deterioration is alarmingly rapid.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01953

SECTION: Goshen-Cottage Grove (N.B.) AR

REGION: 3 9-22-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0
						UTILITIES	E	(LIST BELOW)	

COMPANIES: Unknown

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	DESIGN STANDARDS
						70 MPH	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					10		12	12	12	12	12		10				
					9		13	12	12	12	13		9				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
C.R.P.C.C.	10"		Class "B" AC	4"	
C.T.B.	6"				

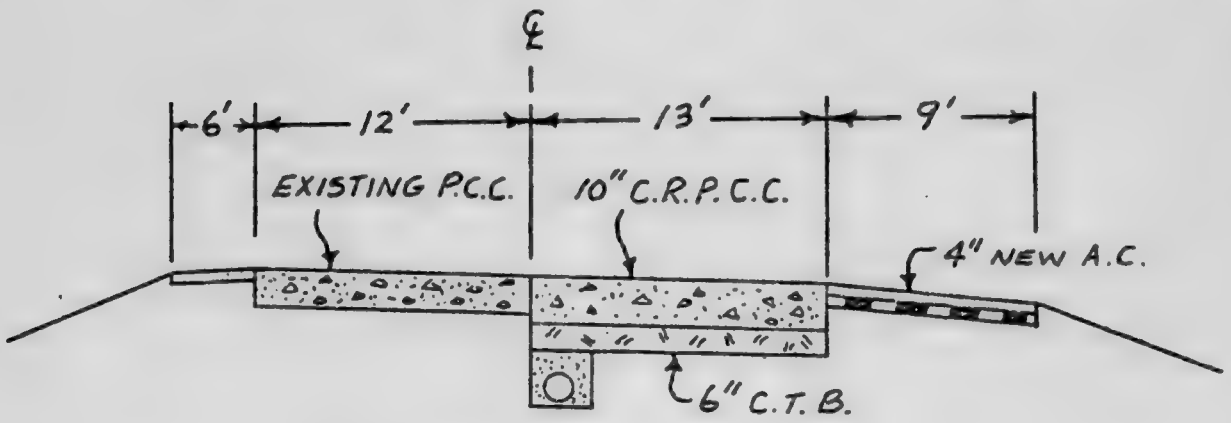
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

Goshen - Cottage Grove
M.P. 174.75 to M.P. 187.80

Description: The northbound lanes on this section are reinforced PCC pavement, with dowelled joints. The pavement in the outside lane is showing distress at an accelerating rate. This section was completed in 1963. The current two-way ADT is 23,000.

The current broken panels in the outside lane are 38% of the total panels. This distress has taken place in the last 2-3 years and is rapidly accelerating.



EXISTING

NEW

Strategy:

1) Pumping/undersealing all slabs - inside lane.

2) Repair or replace approximately 2% broken slabs on inside lane.

3) Cleaning and sealing of all joints in inside lane.

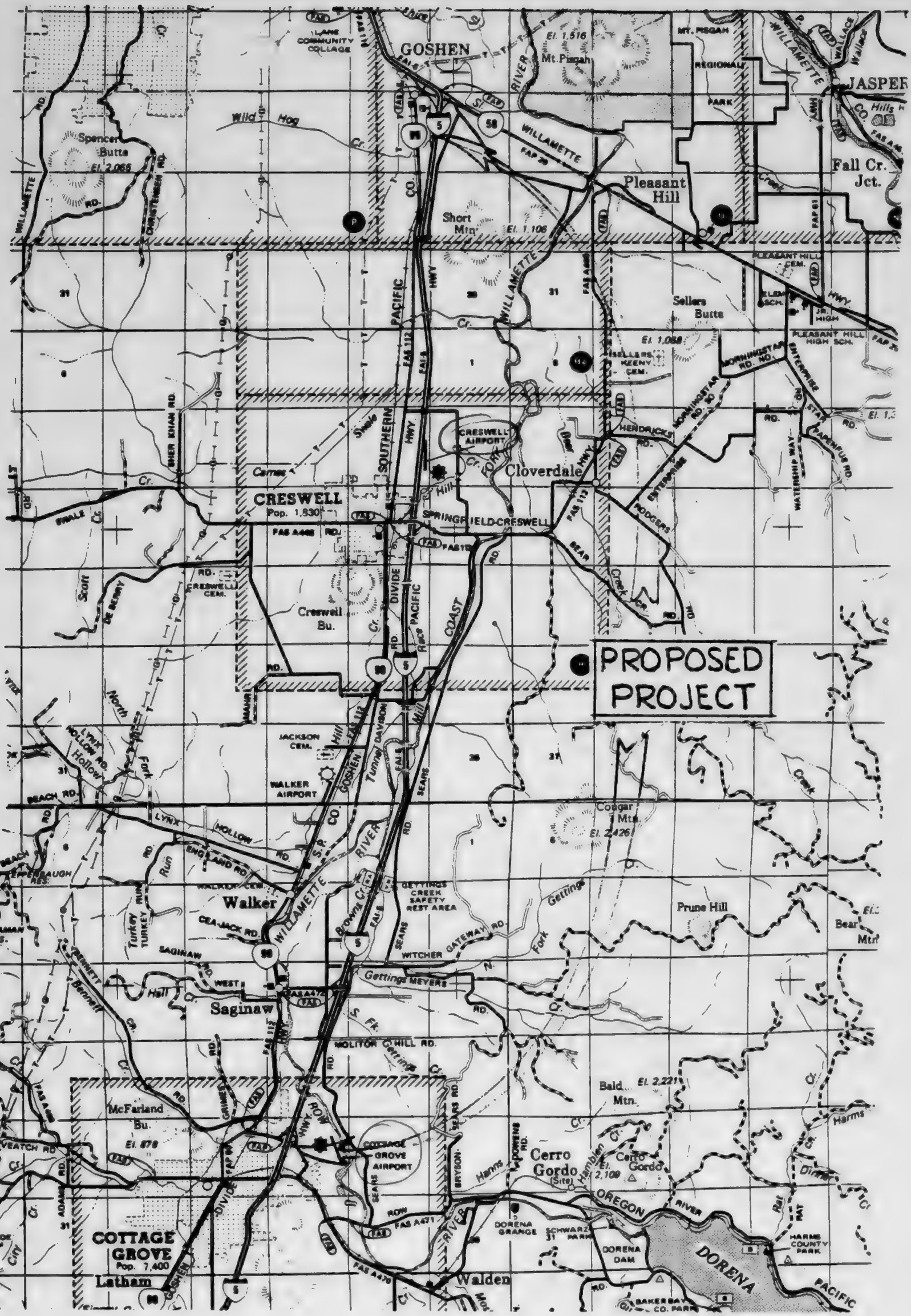
4) Requires installation of subdrains for full length of project.

5) Requires construction of 10" CRPCC pavement with 6" CTB in outside lane for the full length of the project. (The fogline must be placed on the CRPCC pavement approximately 6" in from the edge.) Requires anchors at bridge ends.

6) The existing 12' X 8" PCC pavement may be recycled into the CTB.

7) Requires removal of existing AC shoulder pavement and replacement with 4" asphaltic concrete pavement.

ESTIMATED COST $ 6,600,000


GOSHEN
LANE COMMUNITY COLLAGE
El. 1,516
Mt. Pisgah
MT. PISGAH REGIONAL PARK
JASPER
Wild Hog Cr.
Spencer Butte
El. 2,065
WILLAMETTE
CHRISTENSEN RD.
RIVER
WILLAMETTE HWY.
Fall Cr. Jct.
Pleasant Hill
Short Mtn.
El. 1,106
PACIFIC HWY.
PLEASANT HILL CEM.
PLEASANT HILL HIGH SCH.
Sellers Butte
El. 1,058
SELLERS KEENY CEM.
MORNINGSTAR RD.
ENTERPRISE RD.
HENDRICKS RD.
Cloverdale
CRESWELL AIRPORT
SHER KHAN RD.
SOUTHERN PACIFIC HWY.
CRESWELL
Pop. 1,930
SPRINGFIELD-CRESWELL
FAS A446 RD.
FAS 112
BEAR CREEK RD.
PODGERS
WATERSHED WAY
STAR RD.
PARKDALE RD.
SCOTT DE BERRY RD.
CRESWELL CEM.
Creswell Bu.
DIVIDE RD.
COAST RACE
PROPOSED PROJECT
JACKSON CEM.
WALKER AIRPORT
GOSHEN TUNNEL HILL
DAVISON HILL
SEARS RD.
BEACH RD.
LYNX HOLLOW RD.
North Fork
Cougar Mtn.
El. 2,426
ENGLAND RD.
S.P. CO.
RIVER RD.
EMERAUGH RES.
WALKER CEM.
Walker
Turkey Run
GETTYINGS CREEK SAFETY REST AREA
Gettings
Prune Hill
CEA-JACK RD.
WITCHER GATEWAY RD.
SAGINAW RD. WEST
Saginaw
Bennett Gulch
Hall Cr.
Gettings MEYERS
MOLITOR HILL RD.
Bald Mtn.
El. 2,221
McFarland Bu.
El. 878
GRIMES RD.
HWY. ROW
COTTAGE GROVE AIRPORT
VEATCH RD.
ADAMS RD.
Cerro Gordo (Site)
Cerro Gordo
El. 2,109
OREGON
DORENA GRANGE
SCHWARZ PARK
DORENA DAM
DORENA
HARMS COUNTY PARK
COTTAGE GROVE
Pop. 7,400
Latham
Walden
BAKER BAY CO. PARK
PACIFIC

1985 Irrigon Jct. Intchg. Sec. 9940
Old OR Trail Hwy. W. of Pendleton.
(Grading, paving & structure)

JC cc: OSHD (D. E. Forbes)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Morrow	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/25/88	T. P. Lowe, Area Engineer	IR-84-5(7)167

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1/31/86	11/23/87	133 %	235 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

IRRIGON JCT. INTERCHANGE SECTION
OLD OREGON TRAIL
Grading, Paving, Structures & Signing

This project provided for widening the westbound structure and construction of a new ramp.

The signing and drainage correction work mentioned in Mr. Carter's Inspection Report #4 was completed by 8/1/86.

The contractor used 78 days more than the specified time of 235 days. A time extension was granted for 21 days. Liquidated damages were charged for 57 days @ $225 per day.

The final cost of $933,780 is 6 percent under the authorization.

- TPL -

W. E. SCHWARTZ
3/31

RECEIVED
STATE HWY ENGR
MAR 29 '88
REFER TO
Fredrichson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Thomas P Lowe		SIGNATURE: John T. Price	
TITLE: Area Engineer	DATE: 3/28/88	TITLE: District Engineer	DATE: 3/29/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

- - 9940

December 9, 1987

CON 5 - 9940

United States Fidelity and Guaranty Co.
100 West Harrison Plaza
North Tower, Suite 300
Seattle, WA 98119

Contract No. 9940 awarded to Eucon Corporation of Idaho for work on the Irrigon Junction Interchange of the Old Oregon Trail in Morrow County was completed on October 5, 1987, and accepted by the State Highway Division on November 23, 1987.

Final payment in the amount of $12,999.94 will be released to the contractor after December 14, 1987. The total contract amount is $840,709 including $58,458.04 for work performed under force account.

You have been previously notified of claims filed against the performance bond on this contract some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Eucon Corporation of Idaho
P. O. Box 648
Lewiston, ID 83501-0648

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert Hector

9940

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9940

TO: Commission Services

DATE: November 23, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9940 , On Site Work Substantially Completed January 31, 1986

All Work Completed October 5, 1987

Project Irrigon Junction Interchange

Highway Old Oregon Trail

County Morrow

Type of Work Grading, Paving and Structure

Contractor Eucon Corporation of Idaho

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
NOV 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to Surety 12-9-87

81-125-1367

9940

ATTORNEYS AT LAW

975 OAK STREET
EIGHTH FLOOR
EUGENE, OR 97401-3156

GLEAVES
SWEARINGEN
LARSEN
POTTER

ATTORNEYS AT LAW

TELEPHONE:
(503) 686-8833

CORRESPONDENCE:
P.O. BOX 1147
EUGENE, OR 97440-1147

P.O. BOX 1147
EUGENE, OR 97440-1147

FACSIMILE:
(503) 345-2034

VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
WILLIAM H. MARTIN
MARTHA J. RODMAN
JON V. BUERSTATTE
FREDERICK A. BATSON
JOSEPH W. WEST
GREGORY E. PRICE
JENNIFER L. COOK
EILEEN G. SIMPSON

OF COUNSEL:
RONALD W. HUSK

RECEIVED
DOT DIRECTOR
JUL 20 '87
REFER TO Bullen
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE H[illegible] ENGR
JUL 21 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GLEAVES
SWEARINGEN
LARSEN &
POTTER

July 17, 1987 #9940

Eucon Corporation
c/o Darrel W. Aherin
Aherin, Rice & Brown, P.A.
Attorneys at Law
P.O. Box 698
Lewiston, ID 83501-0689

Cert. Mail No. P456172046
Return Receipt Requested

Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Cert. Mail No. P456172043
Return Receipt Requested

Oregon Secretary of State
136 State Capitol
Salem, Oregon 97310

Cert. Mail No. P456172047
Return Receipt Requested

Re: Farwest Steel Corporation

This firm represents Farwest Steel Corporation in connection with the project known as ODOT Contract 9940, Irrigon Junction Interchange Section Old Oregon Trail, Morrow County.

Farwest Steel has obtained an assignment of the bond claim made by Ron Platt Mfg., Inc., a copy of which is attached hereto. It is not entirely clear whether that claim was mailed by certified mail and therefore, we are mailing yet another copy of that Notice of Claim by certified mail, return receipt requested. The sole purpose of this letter is to comply with any requirement that the bond claim be mailed by certified mail.

Sincerely,

Frederick A. Batson

RECEIVED
JUL 22 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FAB:sm
Enclosure
cc: United States Fidelity & Guaranty Co.
P. O. Box C19104
Seattle, WA 98109

(Cert. Mail. No. P456172045 - Return Receipt Requested)

no response nec. as claim filed 1-2-86 fran

STEEL FABRICATION

RON PLATT MFG., INC.

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S.E. BRIDGEFORD BLVD.

COMMERCIAL & INDUSTRIAL

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Irrigon Junction Interchange Section of Old Oregon Trail Highway - Morrow County, Oregon, Contract#9940

CONTRACTOR: Eucon Corporation of Idaho, 1490 Fair Street, Clarkston, Washington 99403

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Gaynetco, Inc., 10416 N. E. Marx, Portland, Oregon 97220, to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since December of 1985. We have not been paid $5,887.00 for work performed. Total amount of $5,887.00 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,
RON PLATT MFT., INC.
Ronald E. Platt
Ronald E. Platt
President

EL

RECEIVED
JUL 22 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9940

July 6, 1987

CON 5 - 9940, 9887, & 9928

Gleaves, Swearingen, Larsen & Potter
Law Offices
P.O. Box 1147
Eugene, OR 97440

Attention: Frederick A. Batson

As requested in your letters of June 10, we are supplying information concerning the following contracts:

Contract No. 9940 - Irrigon Junction Interchange Project, Morrow County. Contract has not been completed or accepted. Our Field Office advises that there is still some necessary paperwork to be completed. The contract was executed by the State Highway Engineer on January 17, 1985.

Contract No. 9887 - Stafford Road Interchange and Wilsonville Interchange Project, Washington and Clackamas Counties. Contract was completed on November 12, 1986, and accepted by the State Highway Division on January 29, 1987. The contract was executed by the State Highway Engineer on September 25, 1984.

Contract No. 9928 - Park Place-Clackamas Community College Project, Clackamas County, has not been completed or accepted. The contract was executed by the State Highway Engineer on December 5, 1984. Our Field Office advises that there is a plant establishment period so it will be Fall before the contract is finalized.

If we can be of any further help, please let us know.

Fran Neavoll
COMMISSION SERVICES

LAW OFFICES
GLEAVES SWEARINGEN LARSEN & POTTER

VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
WILLIAM H. MARTIN

MARTHA J. RODMAN
JON V. BUERSTATTE
FREDERICK A. BATSON
JOSEPH W. WEST
GREGORY E. PRICE
JENNIFER L. COOK

OF COUNSEL
RONALD W. HUSK

975 OAK STREET, EIGHTH FLOOR
EUGENE, OREGON 97401

TELEPHONE
(503) 686-8833

CORRESPONDENCE
P.O. BOX 1147
EUGENE, OREGON 97440

TELECOPIER
(503) 342-3628

LAWRENCE T. HARRIS (1873-1960)
EDWARD A. BUTLER (1905-1981)

June 10, 1987

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Bond claims of Ron Platt Mfg., Inc. and Farwest Steel Corporation on File No. CON 5 #9940

Dear Mr. Gormsen:

This firm has been retained to represent Farwest Steel Corporation in connection with a bond claim assigned to it by Ron Platt Mfg., Inc. on the above-referenced project and to represent Farwest Steel Corporation on its bond claim on the above-referenced project. Copies of the Commission Services' receipt of notice of the bond claim are included herein for your reference.

In connection with these bond claims, it is essential for us to know when the prime contract on the above-referenced claim was executed and whether the project has been accepted by the State and, if so, when that acceptance occurred. If you have access to this information, could you please confirm, in writing, the date the prime contract was executed, whether or not the project has been accepted and if it has, the date of acceptance. If this information needs to be obtained from someone else, could you please inform me of who the contact person should be at the State for this information.

Thank you for your cooperation.

Sincerely,

Frederick A. Batson

FAB:smm
Enclosures
cc: Client w/enc.

RECEIVED
JUN 11 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9940

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

RECEIVED
REGION 5 OFFICE

In Reply Refer to
File No.:

June 11, 1987
P. O. Box 459, Pendleton, OR 97801
1-503-276-0954

Eucon Corp. of Idaho
3665 Snake River Ave.
Lewiston, Idaho 83501

RECEIVED
JUN 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RE: Irrigon Junction Interchange
Contract #9940
Steel Certifications

Bob Earp:

The third notification for the above mentioned project has been rescinded due to the fact that several steel certifications are missing. It is important that this information be submitted in order to finalize this project. The following is a list of certifications required to reinstate the third notification:

All certifications for the sheet and pipe piling including statement of origin (stating domestic, USA, America...etc.).

Statement of origin for the all reinforcing and coated reinforcing steel.

Certification for the thermoplastic pavement markers.

According to the Standard Specifications for Highway Construction, Oregon, 1984, it is the responsibility of the contractor to provide all certifications. Please submit these certs as soon as possibles.

Sincerely
Allen Pine
Office Manager

NOTED ON CARD
6-30-87cc

ap

cc: Region
file

xc: Contract Payments
Tuffte

RECEIVED
SECTION

9940

May 29, 1987

CON 5 - #9940

Farwest Rebar Co.
P. O. Box 889
Eugene, OR 97440

Attention: Charles W. Colley
Treasurer

Thank you for your release of claim in the amount of $266.37.

You state this is in reference to the Eucon Corporation of Idaho Contract No. 9940 for work on the Irrigon Junction Interchange Section of the Old Oregon Trail in Morrow County.

This information will be noted in our records and we will advise the contractor and the surety.

Fran Neavell
COMMISSION SERVICES

cc: Eucon Corporation of Idaho
P. O. Box 648
Lewiston, ID 83501-0648

United States Fidelity and
Guaranty Co.
100 West Harrison Plaza
Suite 300, North Tower
Seattle, WA 98119

bc: Secretary of State: CL 1986-0186; 5-21-86

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-29-87
azm

RELEASE OF BOND CLAIM

Farwest Rebar Co. ("Farwest") hereby releases its bond claim described in Exhibit "A" attached hereto. This release shall not affect any other bond claims Farwest may have or obtain in connection with this or any other project. This release relates solely to the bond claim specified in Exhibit "A" attached hereto. Consideration for this release is the payment of $266.37. This release shall be effective upon collection of the amounts specified in that check attached hereto is Exhibit "B". Receipt of the check is hereby acknowledged by Farwest.

Farwest Rebar Co.

By _____
Charles W. Cooley, Treasurer

COPY

RECEIVED
APR 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST REBAR CO.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: Eucon Corporation of Idaho
P.O. Box 648
Lewiston, Idaho 83501

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO. has a claim in the sum of Two Hundred Sixty Six and 37/100 Dollars ($266.37) due against the bond taken from Eucon Corporation of Idaho, as principal and United States Fidelity & Guarantee Company as surety, for the work or labor and materials performed or furnished by us on the ODOT Contract No. 9940.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

FABRICATED REINFORCING STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above- described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9940
Irrigon Junction Interchange
Morrow County, Oregon

That said materials and/or labor were furnished to and received by Gaynetco, Inc. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 1st day of November 1985, which labor was performed and/or materials were furnished as follows:

FABRICATED REINFORCING STEEL

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 13th day of May, 1986.

COPY

Farwest Rebar Co.
Post Office Box 889
Eugene, OR 97440

C. W. Cooley, Treasurer

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

EXHIBIT "A"

U.S. Bank — U.S. National Bank of Oregon

REBAR FARWEST
LB#[redacted]5691
[redacted]1691
DATE:03/27/87 886
BA#569 ITEM: 1
MOD:92

U. S. NATIONAL
BANK OF OREGON

WHOLESALE LOCKBOX
SYSTEM

CHECK AMOUNT

266.37

EUCON CORPORATION
CONT. NO. EU-CO-NC--21788
ATLAS SAND & ROCK DEATLEY CO.
3665 SNAKE RIVER AVE.
P.O. BOX 648
LEWISTON, IDAHO 83501

IDAHO FIRST NATIONAL BANK
LEWISTON OFFICE
LEWISTON, ID 83501
92-31/1231

02538

DATE	CHECK NO.	AMOUNT
March 20, 1987	02538	$266.37

PAY: TWO HUNDRED SIXTY-SIX DOLLARS AND 37 CENTS

PAY TO THE ORDER OF

Gaynetco and FarWest Rebar Co.

Sally Langager

⑈002538⑈ ⑆123100311⑆ 1000901952⑈ ⑈00000266372⑈

RECEIVED APR - 1 1987

EXHIBIT "B"

EUCON CORPORATION: ATLAS SAND & ROCK; DEATLEY CO.
3665 SNAKE RIVER AVE. P.O. BOX 648 LEWISTON, ID 83501

02538

TRANSACTION NUMBER	REFERENCE	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET AMOUNT
	Retainage payable #	3/20/87	Irrigon Junction	$266.37		
VENDOR NO.			TOTALS	$266.37		

COPY

9940 CL 1986-0331

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9940

FILED
NOV 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated November 10, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$516.10 including service charges through 10/31/86
FOR:	Structural steel
AGAINST (PRIME CONTRACTOR):	Eucon Corporation of Idaho
FURNISHED TO:	Ron Platt Mfg.
CONTRACT NO.:	9940
PROJECT:	Irrigon Junction Interchange Section, Old Oregon Trail, Morrow County
SURETY:	United States Fidelity and Guaranty Co.

We will advise the surety and the contractor of the receipt of this claim. We note you have already filed with the Secretary of State.

Please advise this office when your claim has ~~been settled~~.

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: Eucon Corporation of Idaho
1490 Fair Street
Clarkston, WA 99403

United States Fidelity and
Guaranty Co.
100 West Harrison Plaza
Suite 300, North Tower
Seattle, WA 98119

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-18-86cc

7291-0108 (10-86)

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State
Barbara Roberts
State Capitol Building Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Five Hundred Sixteen and 10/100 Dollars ($516.10) [$444.35 in materials and $71.75 in service charges through 10/31/86. Service charges continue to accrue at $.22 per diem until material invoices are paid.], against the bond taken from Eucon Corporation of Idaho as principal, and United States Fidelity & Guarantee Company as surety or sureties for the work of the Oregon Department of Transportation, Contract No. 9940, Irrigon Junction Interchange, Morrow County, Oregon.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C. W. Cooley
Treasurer

CWC/slh

COPY

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

PLATT MFG.: RCH
200 S.E. BRIDGEFORD BLVD.
BEND OR 97702

71027
6/80 AR-01 IN-

JOB 0020 ODOT 9940 IRRIGON JCT., MORROW CO.

DCB CREDIT GUIDE	D/DD	DACM	D/DD	FIN STMT HIGH BAL THIS YEAR	D/DD	BANK STROM 204.674	TERMS	
85-055306	10/22/85	INVOICE	102414	224.80			224.80	221
85-055599	10/23/85	INVOICE	102756	130.42			130.42	220
85-055601	10/23/85	INVOICE	102777	89.13			89.13	220
86-002094	1/14/86	SVC CHARGE	S12307	6.51			6.51	137
86-008474	2/16/86	SVC CHARGE	S01283	6.51			6.51	102
86-012700	3/12/86	SVC CHARGE	S02264	5.88			5.88	80
86-018446	4/10/86	SVC CHARGE	S03281	6.51			6.51	51
86-025179	5/14/86	SVC CHARGE	S04281	6.30			6.30	17
86-030260	6/09/86	SVC CHARGE		6.51			6.51	
JUNE THROUGH OCTOBER		SVC CHARGES		33.53			33.53	
				10-31-86 BALANCE			516.10	

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Five Hundred Sixteen and 10/100 Dollars ($516.10) [$444.35 in materials and $71.75 in service charges through 10/31/86. Service charges continue to accrue at $.22 per diem until material invoices are paid.], against the bond taken from Eucon Corporation of Idaho as principal, and United States Fidelity & Guarantee Company as surety or sureties for the work of the Oregon Department of Transportation, Contract No. 9940, Irrigon Junction Interchange, Morrow County, Oregon.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) ss.
LANE COUNTY)

TO: Eucon Corporation of Idaho
P.O. Box 648
Lewiston, Idaho 83501

YOU ARE HEREBY NOTIFIED That the undersigned, Farwest Steel Corporation has a claim in the sum of Five Hundred Sixteen and 10/100 Dollars ($516.10) [$444.35 in materials and $71.75 in service charges through 10/31/86. Service charges continue to accrue at $.22 per diem until material invoices are paid.], due against the bond taken from Eucon Corporation of Idaho, as principal and United States Fidelity & Guarantee Company as surety, for the work or labor and materials performed or furnished by us on the ODOT Contract No. 9940.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following: Structural Steel

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public boy above-described, to wit:

Oregon Department of Transportation
Contract No. 9940
Irrigon Junction Interchange
Morrow County, Oregon

That said materials and/or labor were furnished to and received by Ron Platt Mfg. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 22nd day of October, 1985, which labor was performed and/or materials were furnished as follows: Structural Steel

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 10th day of November, 1986.

COPY

Farwest Steel Corporation

C. W. Cooley, Treasurer

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-5(7)167
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Morrow
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 40070
6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: December 14, 1984
8. FEDERAL ROUTE NUMBER: Interstate 84
9. STATE ROUTE NUMBER: Primary 6
10. GENERAL LOCATION: Irrigon Junction Interchange Section "
11. GENERAL DESCRIPTION OF WORK: Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 7/18/86 this will confirm the advance approval date of 12/14/84 contingent upon modification of Project Agreement if additional funds are required for the cost overrun on the actual adjustments to the water and aerial power line facilities on an actual cost basis estimated to be $5,089.09; Federal Funds $4,694.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 25 '86
REFER TO
Potter
FOR

Orig to 8/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/18/86	Fred E. Hemmerich	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9940

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1986

In Reply Refer to File No.

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9940

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-5(7)167

Contract 9940 , Work Completed January 31, 1986

Project Irrigon Junction Interchange

Highway Old Oregon Trail

County Morrow

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 12, 1987

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 28'87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
AUG 19 1986
OREGON DIVISION

734-2023 (2-85)

9.4 + F jc

N

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINI. ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-5(7)167

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40070

2A. COUNTY NAME: Morrow

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: August 1, 1986

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 6

10. GENERAL LOCATION:

Irrigon Junction Interchange Section

11. GENERAL DESCRIPTION OF WORK

Install revised sign support posts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/1/86 as requested in Mr. Fredrickson's letter of 7/31/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $800;
Federal Funds $737.

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
8/13

14. DATE: 8/11/86

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 18, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Umatilla Electric Cooperative Association
Irrigon Interchange Section
Old Oregon Trail Highway (I-84)
Morrow County
Project No. IR-84-5(7)167

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 21 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Reference is made to my letter of December 7, 1984, which submitted an estimate of cost for the relocation of the Umatilla Electric Cooperative Association's (UECA) aerial power line facilities and to your Letter of Approval and/or Authorization, dated January 7, 1985 which approved participation in the estimated cost of $1,831. Copies of my letter and your PR-1240 are attached.

The relocation of power line facilities has been completed and a final billing of cost, in the amount of $5,089.09 received. The final cost of $5,089.09 exceeds the estimated cost of $1,830.93 by $3,258.16 or 277.95%. UECA in a letter dated December 13, 1985 has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. UECA has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of 5,089.09 is requested.

JMC:jr
attach.

cc: E. S. Hunter
J. M. Cartwright
Randi Kobernik

Form 734-3122

9940.

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

200 S.E. BRIDGEFORD BLVD.
BEND, OREGON 97702
(503) 389-4665

July 18, 1986

Eucon Corporation of Idaho
1490 Fair St.
Clarkston, WA 99403

Gentlemen:

On January 2, 1986, I sent notice of claim on OSHD Contract No. 9940. You received notice of my claim from the Department of Transportation by their letter dated February 7, 1986.

To date I have not received any payments from Gaynetco, Inc. on this project. My work was completed and invoiced December 10, 1985. Total amount due totals $6,625.12 which includes interest accrued to July 18, 1986. Interest will accrue at the rate of $3.87 per day forthwith.

If I do not receive payment in full within ten (10) days from the date of this letter, I will turn this claim over to my attorney for collection.

Very truly,
RON PLATT MFG., INC.

Ronald E. Platt
President

cc: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

cc: Neal Smiley
United States Fidelity & Guaranty Co.
P. O. Box C19104
Seattle, WA 98109

cc: Neil R. Bryant
Gray, Fancher, Holmes, Hurley & Bischof
P. O. Box 1151
Bend, OR 97709-1151

RECEIVED
JUL 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no map as claim filed

CL 1986-01866

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #9940

May 20, 1986

Farwest Rebar Co.
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated May 13, 1986, against the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$266.37
FOR:	Material
AGAINST (Prime contractor):	Eucon Corporation of Idaho
SUBCONTRACTOR:	Gaynatco
CONTRACT NO.:	9940
PROJECT:	Irrigon Junction Interchange Section, Old Oregon Trail, Morrow County
SURETY:	United States Fidelity & Guaranty Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 2 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Eucon Corporation of Idaho
1490 Fair Street
Clarkston, WA 99403

United States Fidelity & Guaranty Co.
100 W. Harrison Plaza
North Tower, Suite 300
P.O. Box C19104
Seattle, WA 98109

NOTED ON CARD
6-10-86 cc

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

FARWEST REBAR CO.

May 13, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Two Hundred Sixty Six and 37/100 Dollars against the bond taken from Eucon Corporation of Idaho as principal, and United States Fidelity & Guarantee Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 9940, Irrigon Junction Interchange, Morrow County, Oregon.

Dated this 13th day of May, 1986.

Farwest Rebar Co.

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
MAY 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: Eucon Corporation of Idaho
P.O. Box 648
Lewiston, Idaho 83501

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO. has a claim in the sum of Two Hundred Sixty Six and 37/100 Dollars ($266.37) due against the bond taken from Eucon Corporation of Idaho, as principal and United States Fidelity & Guarantee Company as surety, for the work or labor and materials performed or furnished by us on the ODOT Contract No. 9940.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

FABRICATED REINFORCING STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above- described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9940
Irrigon Junction Interchange
Morrow County, Oregon

That said materials and/or labor were furnished to and received by Gaynetco, Inc. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 1st day of November 1985, which labor was performed and/or materials were furnished as follows:

FABRICATED REINFORCING STEEL

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 13th day of May, 1986.

Farwest Rebar Co.
Post Office Box 889
Eugene, OR 97440

C. W. Cooley, Treasurer

RECEIVED
MAY 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

May 13, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State
Barbara Roberts
State Capital Building Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Two Hundred Sixty Six and 37/100 Dollars against the bond taken from Eucon Corporation of Idaho as principal, and United States Fidelity & Guarantee Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 9940, Irrigon Junction Interchange, Morrow County, Oregon.

Dated this 13th day of May, 1986.

Farwest Rebar Co.

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
MAY 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
59199

SOLD TO
GAYNETCO, INC.
10416 N.E. MARX
PORTLAND, OREGON 97220

CUSTOMER I.D. R 30558

SHIP TO: ODOT 9940 -- PORTLAND, OREGON

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
11/04/85	10/30/85	11/01/85		8-10402	J5-291

		WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
FABRICATED REINFORCING STEEL GRADE 60	#4	464	42.59	197.64
	#5	46	34.52	15.88
	#8	160	33.03	52.85
PER: GAY				

RECEIVED
MAY 15 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

TOTAL WEIGHT	670	TOTAL AMOUNT	266.37

CUSTOMER FILE

FARWEST REBAR CO.

EUGENE 686-2000
MEDFORD 779-6620
BOISE (208) 344-3311

SPECIAL BENDS | CONTROL CODE | PHONE NO. | CREDIT | DATE ORDERED 10-30-85 | CUSTOMER PURCHASE ORDER NO. JS-291 | JOB NO. | BRANCH 8 | OUR ORDER NO. 10402

GAYNETCO, INC R30558

10416 NE MARX

PORTLAND, OR 97220

WHEN REQUIRED DELIVERY 11-1-85 | SHIP VIA F.S.C. | PPD. X | COL. | WRITTEN BY LES | DATE SHIPPED 11-1 | FILLED BY | LOADED BY | DELIVERED BY RW

SHIP TO: 10416 N.E. MARX
PORTLAND, OR. 97220

SHIPPED	DESCRIPTION	WEIGHT
1	JOB:	
2	[redacted] O.D.O.T. 9940	
3	FABRICATED REINFORCING STEEL	670
4	WIRE MESH	
5		
6	PER: GAY	
7	8-#4X2-6	
8	40-#4X4-6	464
9	16-#4X4-0	
10	69-#4X6-3 MK. 400	
11		
12		
13	8-#5X5-6 #5	46
14	8-#8X7-6 #8	160
15	GRADE 60	
16	MAX. LENGTH 7-6	
17	NO. TAGS	
	TOTALS →	670

michael vogelle #4

1-6
1'-6" O.D.

	DTL. SH. POS.	DTL. SH. REPRO	D W G S POS.	D W G S REPRO
APPR.				
FILE				
JOB				
BILLING				
OTHER				
TOTAL				

RETURN HTS. FOR ☐ LETTER ☐ FILE

TYPE ODOT

DIST C.C. TO

NO.	GRADE 40	HEAT NO.	GRADE 60	HEAT NO.
2				
3				
4			464	
5			46	
6				
7				
8			160	
9				
10				
11				
14				
18				

RECEIVED MAY 19 1986 DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION SALEM, OREGON

FW-15

It is agreed that the Terms and Conditions which appear on the reverse hereof apply to and govern all sales by Farwest to the above designated purchaser.

Signature

OFFICE CONTROL

1. **Terms of Payment.** Net cash within 30 days, or one-half of one percent discount if paid in full by the 10th of the month following the month in which the invoice is dated. Cash discount is not applicable to freight and will not be allowed on freight charges.

All past due accounts shall bear, and Buyer agrees to pay, a service charge of one and one-half percent per month from due date.

Should suit, action or other proceeding be instituted to collect any amount due to Farwest, the prevailing party shall be entitled to recover from the other party reasonable attorney fees in both trial and appellate courts.

2. **Basis of Sales — Invoices.** All materials and goods shall be invoiced in accordance with Farwest's published schedule of weights, areas, size and lengths, and all weighting will be by theoretical weight of ASTM; which shall govern all settlements.

All quotations, oral or written, are subject to prior sale unless otherwise specified in writing by Farwest.

3. **Shipments and Payments.** All shipments and deliveries shall be at all times subject to the approval of Farwest's credit department. If the Buyer fails to make any payment in accordance with the terms hereof, or defaults in the performance of any other obligation owing to Farwest, Farwest may, at its option, and in addition to any other right or remedy, defer shipments under any contract with Buyer, or cancel same, or stop in transit, except on satisfactory assurance of performance and payment, including, without limitation, security or additional security; or of cash before or on delivery, and all other rights in this regard provided for by the Uniform Commercial Code of the State of Oregon.

4. **Delays and Deliveries.** Farwest shall under no circumstance be responsible or liable for failure to fill any order or orders when due to: fires, floods, riots, strikes, mill shortages, freight embargoes or transportation delays, shortages of labor, fuel or power, inability to secure materials or supplies at current prices or on account of shortages thereof, acts of God or of the public enemy, any existing or future laws or acts of the federal or of any state government affecting the conduct of Farwest's business or due to any other cause beyond Farwest's reasonable control, whether affecting the procurement, production or transportation of the particular order.

5. **Title — Risk of Loss.** Title to all goods shall remain in Farwest until payment in full is made by Buyer. Risk of loss or damage to goods and materials shall be upon Buyer upon delivery by Farwest to the carrier, F.O.B. shipping point.

6. **Inspection — Claims.** Buyer agrees to prudently and carefully inspect material against shipping papers upon delivery and unloading at destination. No claims for shortages or damaged material will be valid or recognized by Farwest unless written notice specifying in detail the nature and extent of such shortage or damage is mailed to Farwest within five (5) days from the date of delivery accompanied by original freight bill, with notation on the face thereof by the authorized agent of the carrier as to the items and quantities short or damaged. When delivery is by Farwest truck, all claims for shortages and damaged material must be mailed to Farwest on date of delivery. Farwest will in no way be responsible for or liable for any incidental or consequential damage or commercial loss of any type or nature by reason of such shortage or damaged materials.

7. **Limited Warranty.** Farwest warrants only to the original purchaser (Buyer) that the materials and goods shipped under any order conform to the description on the face thereof, subject to tolerances and variations consistent with usual and customary trade practices, and warrants title. Except for title, there are no warranties which extend beyond the description in respect to the materials, AND THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS, IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE, AND NO EXPRESS OR IMPLIED WARRANTIES EXCEPT AS ABOVE STATED SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST UNLESS EXPRESSLY MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST.

Should any items supplied by Farwest fail to conform to the description, FARWEST'S LIABILITY SHALL BE LIMITED TO REPAIR OR REPLACEMENT OF THE ITEM OR REFUND OF THE PURCHASE PRICE, at Farwest's option, if: (1) Buyer gives Farwest written notice specifying in detail the nonconformity or defect within ten (10) days from the date of delivery; (2) Farwest's inspectors, at Farwest's warehouse, determine that the items in fact are nonconforming or defective; (3) Buyer shall within ten (10) days after request return the items to Farwest's warehouse; and (4) terms of payment have been fully met. The foregoing shall be the Buyer's sole and exclusive remedy, whether in contract, tort or otherwise, and Farwest shall not in any event be liable for loss or damage arising out of the use of or the inability to use the items or for any incidental or consequential damage or commercial loss of any type or nature.

8. **Taxes.** All prices quoted by Farwest are exclusive of all city, state and federal excise taxes, including, but without limitation, taxes on manufacture, sales, receipts, gross income, occupation, use and similar taxes.

9. **Remedies.** All purchases from Farwest shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties shall be governed in accordance with the laws of the State of Oregon.

10. **Agreement of Sale.** Any of the terms and provisions of any order by Buyer which are inconsistent with the terms and provisions hereof shall not be binding on Farwest and shall not be considered applicable to the sale or shipment of any items by Farwest, unless expressly agreed to in writing signed by an executive officer of Farwest.

gaynetco

RECEIVED
NOV '85

PURCHASE ORDER

Seller: FARWEST REBAR
PO BOX 889
EUGENE, OR 97440

P.O. No. JS-291
Date 10-29-85
Sheet 1 of 1

Bill to:
GAYNETCO, INC.
10416 NE MARX
PORTLAND, OR 97230

Ship to:
SAME

Payment Terms: NET 30 DAYS **Job No. and Name:** CONTR 9940
F.O.B. OUR YARD **Shipping Instructions:** YOUR TRUCK **Delivery Date:** ASAP

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
	8	EA	2'1/2' - 4# BARS		
	40	EA	4'1/2' - 4# BARS		
	16	EA	4' - 4# BARS		
	8	EA	5'1/2' - 5# BARS		
	8	EA	7'1/2' - 8# BARS		
	59	EA	18" HOOPS		
			CONFIRMING TO LES.		
				Total Amount:	

1. Our Purchase Order number must appear on all communications relating to it.
2. **SECOND SUPPLIER COPY MUST BE SIGNED AND RETURNED IMMEDIATELY. BY ACKNOWLEDGING RECEIPT OF THIS ORDER, BY PERFORMING THE ABOVE WORK, OR BY SHIPPING THE ABOVE GOODS, YOU AGREE TO THE TERMS AND CONDITIONS WHICH ARE BY THIS REFERENCE INCORPORATED HEREIN, AS WELL AS THOSE SET FORTH ON THE FACE HEREOF.**

ACCEPTED BY: _____ Seller

Name/Title: _____

GAYNETCO, INC.
By: _____ Buyer

Copies to: Seller (2) Job File

RECEIVED
MAY 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9940

March 17, 1986

Eucon Corporation of Idaho
P. O. Box 1323
Lewiston, ID 83501

CON 5
9940

Re: Time Extension Request
Irrigon Junction Intch.
Contract No. 9940
FAP No. IR-84-5(7)167

Your request for additional contract time in which to complete the above project has been considered. You have requested an additional seven weeks of contract time due to "changes in signing plans and changes in material specifications, as detailed on attached letter".

The letter of January 13, 1986, which was submitted with your time extension request, has been studied very carefully. We find no details in this letter. We find such phrases as "certain circumstances do warrant consideration."; "there have been numerous changes in the design and the specifications of this project."; "problems of design and manufacturing have arisen."; "If not for the various changes...."; "The numerous changes .... have caused a great deal of problems...".

Adjustments of contract time are based on a factual evaluation of actual delays to project completion. A contractor's request for adjustment of contract time must contain sufficient factual data to clearly set forth the specific claimed delays, their specific causes, why they are valid reasons for contract time adjustment and must meet all contract requirements for contract time adjustment. Vague, general statements are not sufficient and do not permit the engineer to make appropriate decisions.

A previous contract time adjustment of an additional 21 calendar days was granted due to sign revisions on this project. Based on the data submitted, we find no reason to alter this decision. Your request is therefore denied.

Should you wish to submit additional data documenting actual delays which are based on valid reasons for time adjustment, please provide such data to Project Manager Tom Penner, and it will be evaluated.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Tom Penner w/att.

TE/258

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: February 12, 1986

SUBJECT: Time Extension Request
Irrigon Junction Interchange
Contract No. 9940
Morrow County

Attached is a request from the contractor for an extension of contract time. Also attached, are copies of the project manager's January 16 and January 20 letters to the contractor.

A 21-day time extension was previously granted due to late changes in the signing work. The amount of the extension was based on allowing nine weeks for fabrication and installation after the date of shop drawing approval.

I concur with the project manager's recommendation that no additional time be granted.

W. E. Schwartz -
I concur with Region and P.M. and recommend that this request be denied.

O. B. Jackmond

Warren Richards
Region 5 Construction Engineer

WR/jef

cc: Tom Penner

RECEIVED
FEB 1 [illegible] 1986
CONSTRUCTION SECTION

81-125-1307

CL 1986-0068

1140

VICTOR ATIYEH
GOVERNOR

FILED
FEB 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1986

IN REPLY REFER TO
FILE NO. CON 5
#9940

Ron Platt Mfg., Inc.
200 SE Bridgeford Blvd.
Bend, OR 97702

This will acknowledge your letter dated January 2, 1986, filing a claim against the following Highway Division contract:

RECEIVED
FEB 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FILED BY:	Ron Platt Mfg., Inc.
AMOUNT:	$5,887
FOR:	Fabrication of sign structures
AGAINST (Prime Contractor):	Eucon Corporation of Idaho
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	9940
PROJECT:	Irrigon Jct. Interchange Section Old Oregon Trail, Morrow County
SURETY:	United States Fidelity & Guaranty
AGENT:	Neal Smiley

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Eucon Corporation of Idaho
1490 Fair St.
Clarkston, WA 99403

United States Fidelity & Guaranty Co.
P.O. Box C19104
Seattle, WA 98109

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86 cc

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S.E. BRIDGEFORD BLVD.

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Irrigon Junction Interchange Section of Old Oregon Trail Highway - Morrow County, Oregon, Contract#9940

CONTRACTOR: Eucon Corporation of Idaho, 1490 Fair Street, Clarkston, Washington 99403

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Gaynetco, Inc., 10416 N. E. Marx, Portland, Oregon 97220, to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since December of 1985. We have not been paid $5,887.00 for work performed. Total amount of $5,887.00 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,
RON PLATT MFT., INC.
Ronald E. Platt
Ronald E. Platt
President

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: No. 44 FINAL Irrigon Jct. Interchange		WEEK ENDING: February 1, 1986
		SECTION PREFIX: 625-1078
HIGHWAY: Old Oregon Trail		COUNTY: Morrow
NAME OF JOB: Irrigon Jct. Interchange	KIND OF WORK: Grading, Paving, Structures, Signing & Signals	
CONTRACTOR: Eucon Corporation of Idaho	CONTRACT NUMBER: 9940	FEDERAL AID PROJECT NUMBER: IR-84-5(7)167
DATE OF CONTRACT: January 2, 1985	DATE WORK STARTED: March 25, 1985	ESTIMATED COMPLETION DATE: October 17, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS A: ALL	WORK DAYS USED A:
	SPECIFIED CALENDAR DAYS 235 CWD	CALENDAR DAYS USED 313
	SPECIFIED COMPLETION DATE: October 17, 1985	PERCENT OF TIME ELAPSED: 133
PROJECT AUTHORIZATION: $ 853,759		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 786,060	ENGINEERING AUTHORIZATION $ 67,699	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 786,060	This Week 259 ENGINEERING COST TO DATE $ 42,373	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 63 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.3	0.6			0.0
MILES PARTIALLY COMPLETED	1.0	0.1			0.0
MILES COMPLETED	0.0	0.1			0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	85,699cy	18,100tn			6,200tn
TOTAL QUANTITIES CORRECTED TO DATE	91,222cy	18,100tn			7,407tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	91,222cy	17,922tn			7,380tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pick up, Fabtex

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8931W							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26		308		
MONDAY 27	Overcast	309		
TUESDAY 28	Overcast	310		
WEDNESDAY 29	Rain	311		
THURSDAY 30	Rain	312		
FRIDAY 31	Overcast	313		
SATURDAY 1		313		21 day time extension granted 12-12-85

CONTR. NO: 9940 DATE: January 31, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

26 SUNDAY	No activity.
27 MONDAY	No activity.
28 TUESDAY	No activity.
29 WEDNESDAY	No activity.
30 THURSDAY	Tri city sign: Place "Heppner Left 400 feet" sign.
31 FRIDAY	Finish placing sign and remove construction signs.
1 SATURDAY	No activity

REMARKS

STATUS: Placed "Heppner Left 400 Feet" sign and removed construction signs.

NEXT WEEK: No activity.

SIGNED _____ LOCATION PENDLETON

T.A. PENNER PROJ. MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9940

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 12, 1985

CON 5

Eucon Corporation of Idaho
P. O. Box 1323
Lewiston, ID 83501

Re: Time Extension Request
Irrigon Junction Interchange
Contract no. 9940
FAP No. IR-84-5(7)167

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 21 calendar days is granted due to a revision of the signing work.

The adjusted contract time of completion for this project is 256 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Tom Penner.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Tom Penner w/att.
FHWA w/att.
Bruce Walton

TE/239

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: November 18, 1985

Attn: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Contract Time Extension
Irrigon Jct. Interchange
Morrow County, Contract 9940

Attached is a request by the contractor to extend the contract time. The contract time expired October 24, 1985 with all work completed except for signing and guardrail. The signing work is not yet complete.

The project completion has been delayed due to revised signing. A copy of an August 19, 1985 memo from Gaynetco to Eucon Corporation states that a minimum of six weeks is needed for fabrication of posts and stubs. Gaynetco apparently received approved shop drawings September 13, 1985 which were sent September 11, 1985.

The project manager recommends granting an additional nine weeks to cover mailing of shop drawings, fabrication and installation. This would extend the contract time to November 14, 1985. I concur in that recommendation.

12-11-85

W.E. Schwartz -
I concur with Region and Project Manager and recommend a 21 calender day time extension due to changes in the sign plans.

O.B. Jackmond

Warren Richards
Region 5 Construction Engineer

WR/lm

Attachment

cc: Tom Penner

CE.... CAE .... RECEIVED LS.... TC....
COE.... OM.... SA.... CC....
OE .... CA.... DEC 20 1985 FE.... CP....
CAM .... CONSTRUCTION POC....
EEO.... SECTION QCS....
FILE....

Contains Recycled Materials
81-125-1367

SP*75683-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: November 7, 1985

TO: Oregon Transportation Commission

CON 5

FROM: for Harry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Irrigon Junction Section
Old Oregon Trail Highway, Morrow County
Contract No. 9940

This federal aid project is nearing completion and it now appears that the final cost will exceed the project authorization by $136,500 or 16 percent.

One item contributing the the increased project cost was the need for a revision to the foundation design for the structure. The contractor was unable to obtain penetration with 12" prestressed piles at bents 1 and 4. No minimum penetration was specified but was determined necessary. Bents 2 and 3 were to be spread footings but water was encountered just below existing ground level. A $15,400 price agreement was negotiated changing to a steel pile design at all four bents with the contractor responsible for obtaining both minimum penetration and bearing.

The high water table created the need for additional drainage in the excavation areas. This was done on a force account basis with over $49,400 currently charged. The drainage for the interchange is along the southwest ramp. Due to the increased flow, the drainage ditch is becoming eroded and will require modification. The total added drainage cost is estimated at $68,500.

General excavation quantities overran for an increased cost of $5,025. An additional disposal area was needed which required a gravel blanket due to the sandy nature of the soil. The gravel blanket item overran by $19,661 and the seeding and mulching by $2,860.

The temporary barrier item overran by $5,000 and permanent barrier work totaling just over $5,000 was also needed. Another significant change was paving modification initiated by the Surfacing Design

Section. "E" mix was deleted and replaced with "B" mix causing a net increase in cost of over $21,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $136,500 to a new total of $990,259.02. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

RECEIVED
STATE HWY ENGR
NOV 6 '85
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Irrigon Junction Section
Old Oregon Trail Highway, Morrow County
Contract No. 9940

NOTED
W. E. SCHWARTZ

This federal aid project is nearing completion and it now appears that the final cost will exceed the project authorization by $136,500 or 16 percent.

One item contributing the the increased project cost was the need for a revision to the foundation design for the structure. The contractor was unable to obtain penetration with 12" prestressed piles at bents 1 and 4. No minimum penetration was specified but was determined necessary. Bents 2 and 3 were to be spread footings but water was encountered just below existing ground level. A $15,400 price agreement was negotiated changing to a steel pile de-sign at all four bents with the contractor responsible for obtaining both minimum penetration and bearing.

The high water table created the need for additional drainage in the excavation areas. This was done on a force account basis with over $49,400 currently charged. The drainage for the interchange is along the southwest ramp. Due to the increased flow, the drainage ditch is becoming eroded and will require modification. The total added drainage cost is estimated at $68,500.

General excavation quantities overran for an increased cost of $5,025. An additional disposal area was needed which required a gravel blanket due to the sandy nature of the soil. The gravel blanket item overran by $19,661 and the seeding and mulching by $2,860.

The temporary barrier item overran by $5,000 and permanent barrier work totaling just over $5,000 was also needed. Another significant change was paving modification initiated by the Surfacing Design Section. "E" mix was deleted and replaced with "B" mix causing a net increase in cost of over $21,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $136,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector T. A. Penner B. M. Walton D. L. Trout

81-125-1387

STATE COPY

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 11-41	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089 State: Oregon County: Morrow
PROJECT REPORT NUMBER			Project Number: IR-84-5(7)167
MODIFICATION NUMBER 1			

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 9 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 853,758.00	$ 960,427.00
Federal funds	$ 787,334.00	$ 885,695.00 885,705.00 LW
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: L.W. Rullen

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 13, 1985

FEDERAL AID PROJECT NO. IR-84-5(7)167

IRRIGON JUNCTION INTERCHANGE SECTION
COLUMBIA RIVER & OLD OREGON TRAIL HWY.
MORROW COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. "W" 270+16.36)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Conc. Barrier Reflectorized	$ 25.00	500	$ 12,500.00	700	$17,500.00
General Excavation	0.91	85,699	77,986.09	91,221.50	83,011.57
Asphalt Cement in Mixture (PA 3)	200.00	366	73,200.00	440.00	88,000.00
Gravel Blanket (S.F.O. #3 & #4)	0.90	57,500	51,750.00	79,350.00	71,415.00
Install Pref. Pipe F.A. #2		100%	46,779.25		
Furn. Equip. & Drive Steel Piling		100%	15,400.00		
	$215,436.09		$322,105.82		
			Increase		$ 106,669.73
		Subtotal from estimate of Jan. 9, 1985			579,710.00
			Subtotal		$ 686,379.73
			Engineering		78,260.27
			Total		$ 764,640.00

TYPE CODE X221
STRUCTURE (STA. "WB" 270+16.36)

Total as on estimate of January 9, 1985 $ 186,367.00

RETAIN IN RESERVE

2nd Application of Fertilizer	All Required		$ 4,800.00
Umatilla Electric Coop.	All Required		3,500.00
		Subtotal	$ 8,300.00
		Engineering	1,120.00
		Total	$ 9,420.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 764,640.00	$ 705,151.00	$ 59,489.00
Structure	186,367.00	171,867.00	14,500.00
Subtotal	$ 951,007.00	$ 877,018.00	$ 73,989.00
Reserve	9,420.00	8,687.00	733.00
Total	$ 960,427.00	$ 885,695.00	$ 74,722.00

Group 1 100%
Contract No. 9940
Prefix: 6254-1976 P.E.
Prefix: C09940

RLC:bkb

«9940

STATE COPY

TO BE COMPLETED BY FHWA		STATE
I-157	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** I-1	COUNTY PROJECT NO. IR-84-5(7)167

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Irrigon Junction Interchange Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 853,758.00	$ 787,324.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hilton

Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon January 9, 1985

Federal Aid Project No. IR-84-5(7)167

Irrigon Junction Interchange Section
Columbia River & Old Oregon Trail Highway
Morrow County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "W" 270+16.36)

Mobilization	Lump Sum	80%	Lump Sum	$	20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		6,500.00
Temporary Signs	Sq. Ft.	428	~~6.00~~ 13.00		5,564.00
Temporary Barricades	Each	30	70.00		2,100.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	500	25.00		12,500.00
Temporary Plastic Safety Markers	Each	30	35.00		1,050.00
Flaggers	Hour	600	17.50		10,500.00
Pilot Car	Hour	150	37.50		5,625.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		5,000.00
General Excavation	Cu. Yd.	85,699	0.91		77,986.09
Trench Excavation	Cu. Yd.	76	6.00		456.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		2,000.00
Watering	M-Gal.	1,000	2.00		2,000.00
1"-0 Aggregate Base	Ton	18,100	5.80		104,980.00
Class "B" Asphalt Concrete Mixture	Ton	4,600	20.60		94,760.00
Class "E" Asphalt Concrete Mixture	Ton	1,600	22.50		36,000.00
Asphalt Cement in Mixture	Ton	366	200.00		73,200.00
Hydrated Lime in Mixture	Ton	73	135.00		9,855.00
Emulsified Asphalt in Seal Coat	Ton	40	190.00		7,600.00
Aggregate in Seal Coat	Ton	174	17.50		3,045.00
12-inch Culvert Pipe	Lin. Ft.	97	15.00		1,455.00
18-inch Culvert Pipe	Lin. Ft.	152	18.00		2,736.00
Guard Rail, Type 2A	Lin. Ft.	125	17.50		2,187.50
Guard Rail, Type 3	Lin. Ft.	25	40.00		1,000.00
Guard Rail Anchors, Type 1	Each	1	375.00		375.00
Rail End Pieces, Type B	Each	1	125.00		125.00
Type 2 Fence	Lin. Ft.	1,805	2.10		3,790.50

Paved Culvert End Slopes	Sq. Ft.	124	10.00		1,240.00
Drainage Curb	Lin. Ft.	50	20.00		1,000.00
Delineators, Type 2	Each	52	25.00		1,300.00
Delineators, Type 3	Each	60	25.00		1,500.00
Seeding, Fertilizing and Mulching	Acre	12	650.00		7,800.00
Gravel Blanket	Sq. Yd.	57,500	0.90		51,750.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum		250.00
Wood Sign Posts	Lump Sum	All	Lump Sum		500.00
Sign Support Footings	Lump Sum	All	Lump Sum		4,400.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum		300.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum		3,000.00
Type "AA" Signs in Place	Sq. Ft.	155	21.50		3,332.50
Type "C" and "D" Signs in Place	Sq. Ft.	83	15.00		1,245.00
Type "EE", "EEE", "G" and "M" Signs in Place	Sq. Ft.	73	15.00		1,095.00
Type "H" Signs in Place	Sq. Ft.	9	12.00		108.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum		500.00
Thermoplastic Pavement Arrows	Each	2	400.00		800.00
				$	572,510.59

Anticipated Items

Permanent Pavement Striping	All Required			$	6,700.00
Temporary Erosion Control	All Required				500.00
				$	7,200.00
			Subtotal	$	579,710.59
			Engineering		78,260.41
			Total	$	657,971.00

Type Code X221
Structure (Sta. "WB" 270+16.36)

Mobilization	Lump Sum	20%	Lump Sum	$	5,000.00
STRUCTURE					
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		2,500.00
Bridge Removal Work	Lump Sum	All	Lump Sum		15,000.00
Structure Excavation	Cu. Yd.	53	30.00		1,590.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum		4,000.00
Furnish Concrete Piling	Lin. Ft.	120	35.00		4,200.00
Drive Concrete Piling	Lin. Ft.	120	25.00		3,000.00
Steel Sheet Piling	Lin. Ft.	252	190.00		47,880.00

Structural Concrete, Class 3300 (73 CY)	Lump Sum	All	Lump Sum	30,000.00
Structural Concrete, Class 4500 (60 CY)	Lump Sum	All	Lump Sum	18,000.00
Reinforcement (23,700#)	Lump Sum	All	Lump Sum	10,000.00
Coated Reinforcement (12,600#)	Lump Sum	All	Lump Sum	8,000.00
Concrete Bridge Rail	Lin. Ft.	217	40.00	8,680.00
Membrane Waterproofing	Sq. Yd.	290	15.00	4,350.00
Surface Finish Existing Bridge	Lump Sum	All	Lump Sum	2,000.00
			Subtotal	$ 164,200.00
			Engineering	22,167.00
			Total	$ 186,367.00

Retain in Reserve

2nd Application of Fertilizer	All Required		$ 4,800.00
Umatilla Electric Coop.	All Required		3,500.00
		Subtotal	$ 8,300.00
		Engineering	1,120.00
		Total	$ 9,420.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 657,971.00	$ 606,780.00	$ 51,191.00
Structure	186,367.00	171,867.00	14,500.00
Subtotal	$ 844,338.00	$ 778,647.00	$ 65,691.00
Reserve	9,420.00	8,687.00	733.00
Total	$ 853,758.00	$ 787,334.00	$ 66,424.00

Group 1 100%
Contract No. 9940
Prefix: 625-1976 P.E.
Prefix: 625-1078

CPL:bkb

1,40

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Tom Penner
Project Manager

DATE: September 11, 1985

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Permanent Signing Shop Drawings
Irrigon Junction Interchange
Old Oregon Trail Highway
Morrow County
Contract No. 9940

Attached are two sets of shop drawings for "Single Post Slip Base Sign Supports", "Breakaway Type Sign Posts" and "Secondary Sign Details" for use on the subject section. The drawings are approved as noted.

Two sets of the approved drawings have been forwarded directly to Gaynetco under separate cover, per their request.

Please retain one set of the drawings for your use in field inspection and forward one set to Don Wackerbarth's office for shop inspection of these posts.

RK:ERH:ja

Attach.

cc C. O. Fredrickson
R. D. Hector
Andy Anderson

Contains Recycled Materials

4440

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 11, 1985

In Reply Refer to
File No.:

Gaynetco
10416 N. E. Marx Street
Portland, OR 97220

DES 16

Attached are two sets of shop drawings of "Single Post Slip Base Sign Supports", "Breakaway Type Sign Posts" and "Secondary Sign Details" for use on the Irrigon Junction Interchange project, Contract No. 9940. These drawings are approved as noted.

The drawings are being forwarded directly to you, as you requested, to reduce delay in post fabrication.

D. O. Christensen
Road Design Engineer

By

Edward R. Haury
Sign Designer

ERH:ja

Attach.

cc C. O. Fredrickson
R. D. Hector
Tom Penner

Form 734-3122

9940

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Tom Penner
Project Manager

DATE: July 8, 1985

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Permanent Signing Shop Drawings
Irrigon Junction Interchange
Old Oregon Trail Highway
Morrow County
Contract #9940

Attached are two sets of type "AA" sign shop drawings for use on the subject project. The drawings are approved as noted.

One set of the approved drawings has been forwarded directly to Gaynetco under separate cover, per their request.

Please retain one set of the drawings for your use in field inspection and forward one set to Don Wackerbarth's office for shop inspection of the signs.

RK:AA:bn
Atchs.
cc: C. O. Fredrickson
BH R. D. Hector
Andy Anderson

01-125-1367

jc STATE COPY cc: D. B. Carter
cc: OSHD (C lter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Morrow	Oregon

IN COMPANY WITH: Terry MacArtor and Bobby Johnson, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
July 2, 1985	D. B. Carter, Area Engineer H. A. Schell, Division Bridge Engineer	IR-84-5(7)167

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	53 %	71 %

RECEIVED
STATE HWY ENGR
JUL 23 '85
REFER TO Construction
FOR
Info | Invest | R/D | D/R | Sign | Act | File
by 7/24

IRRIGON JCT. INTERCHANGE

COMPLETED WORK

Grading - 80% Complete
Structure - The Deck has been poured and about 50 feet of the north bridge rail.

WORK IN PROGRESS

Grading - two scrapers and a blade are completing the backfill of the old westbound off ramp. Nine men and a New Jersey rail type (GOMACO) slip form are pouring the north bridge rail. The backhoe and a man are excavating for the northeast extension of the east abutment.

GENERAL COMMENTS:

The slip form New Jersey barrier work is progressing very well. The slump for the concrete was 1/2 inch, the air content was 3.8%. The contractor is pouring with two 8 cubic yard ready-mix trucks. About six men are continuously finishing behind this machine. They were obtaining an excellent job. The front section of the machine however, is encountering some difficulty with the reinforcing steel and there is a man continually pushing the steel away from the inside form in order to obtain adequate reinforcement clearance.

FREEWAY DRAINAGE - WESTBOUND OFF RAMP

The roadway drainage installation necessary for the westbound off ramp and bridge footing was accomplished with extra work. The outlet is carrying water adequately.

#######

Form FHWA-1446A
(Rev 2-84)

ic

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Morrow	Oregon

IN COMPANY WITH: T. Penner, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-11-85	D. B. Carter, Area Engineer	IR-84-5(7)167

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	43 %	23 %

IRRIGON INTERCHANGE (SECTION)
OLD OREGON TRAIL
Grading, Paving, Structures, Signing & Signals

RECEIVED
STATE HWY ENGR
JUN 26 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 6/27

WORK COMPLETED

NOTED
W. E. SCHWARTZ

The structure work is complete thru the deck widening. Approximately 30 percent of the grading is complete.

WORK IN PROGRESS

Grading work for the eastbound on ramp.
Grading work on the westbound off ramp.
Drainage work on the westbound off ramp.

COMMENTS

The footing revisions discussed in Report No. 1 are complete. The steel shell piling were successfully driven. Both changes are included in an appropriate change order.

Considerable water has been encountered during grading operations for the westbound off ramp. A drainage system to alleviate this problem is presently being constructed. This drainage system will tie into the existing subsurface drainage facility. Some additional work will be required at the outlet end of the existing drainage to improve the capacity of the system. This work was not included in the original contract and is being accomplished under an Extra Work Order.

The contractor has indicated that the new bridge rail may be constructed by the slip form process.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

9240

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO: IR-84-5(7)167
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Morrow

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 40070

3-21-85

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-21-85	Interstate 84	Primary 6

10. GENERAL LOCATION:

IRRIGON JUNCTION INTERCHANGE SECTION

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated April 26, 1985 this will confirm the advance approval date of March 21, 1985, contingent upon modification of Project Agreement if additional funds are required, to proceed with the adjustments to Umatilla Electric Cooperative Association's aerial power line relocation. Reimbursement on an actual cost basis estimated to be $7,864/Federal Funds $7,252 is approved.

The Agreement with Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STAT HWY ENGR
MAY 8 '85
REFER TO
Potter
FOR

Orig to 5/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/8/85	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9940

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 26, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Facilities Relocation
Umatilla Electric Cooperative Association
Irrigon Junction Interchange Section
Old Oregon Trail Highway
Morrow County
Project No. IR-84-5(7)167

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's aerial power line facilities dated April 2, 1985, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to the Association's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Association was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Association's facilities and has been provided for in the attached estimate.

RECEIVED
STATE HWY ENGR
MAY 1 '85
REFER TO
FOR
Info | Init | R/D | D/R | Sign | Act | File

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 21, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,864.

JCM:jr
Enc.

cc: ✓ E. S. Hunter
J. M. Cartwright
Tom Carman

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: David B. Carter, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facilities Relocation
Umatilla Electric Cooperative Association
Irrigon Junction Interchange Section
Old Oregon Trail Highway
Morrow County
Project No. IR-84-5(7)167

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association to proceed with the relocation of their aerial power line facilities in conflict with this project as of March 21, 1985 is requested. An estimate of cost is being prepared by the Association. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 21, 1985 is approved

for D. K. Hansen 3/27/85
David B. Carter, Area Engineer

JMC:jr

cc: E. S. Hunter
W. F. Cobine
Pete Gonzalez
Robert D. Hector
Michael J. Gardner
Tom Carman

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

Form 734-3122

January 18, 1985

Bacon Corporation of Idaho
1490 Fair Street
Clarkston, WA 99403

CON 5

#9940

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9940 for work on the Irrigon Junction Interchange Section of the Old Oregon Trail in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: United States Fidelity and Guaranty Company
100 West Harrison Plaza
North Tower, Suite 300
P. O. Box C19104
Seattle, WA 98109

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Bobby Johnson

EUCON CORPORATION
1490 Fair Street • Clarkston, WA 99403 • 509-758-3357
EU-CO-NC- •217B6

December 21, 1984

Oregon State Highway Division
Commission Services
121 Transportation Building
Salem, OR 97310

CERTIFIED MAIL

Attn: Mr. Robert Gormsen

Re: Irrigon Junction Interchange
Old Oregon Trail
Morrow County, Oregon

Dear Sir:

Relative to our apparent low bid on Irrigon Junction Interchange Project, Morrow County, of December 20, 1984 and required D.B.E. and W.B.E. Contract Requirements.

We propose to subcontract the following items and dollar amounts to the firms listed below:

1. Women Business Firms

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

Item No.	Description	Amount
32	Seed, fertilizing and mulching	$ 6,900.00

2. Woman Business Firm

Gaynetco, Inc.
10416 N. E. Marx Road
Portland, OR

Item No.	Description	Amount
48	Removal of Existing Sign Installation	$ 250.00
49	Wood Sign Posts	500.00
50	Sign Support Footings	4,400.00
51	Single Post Slip Base Sign Supports	300.00
52	Breakaway Sign Posts	3,000.00
53	Type "AA" Signs in Place	3,076.75
54	Type "C" and "D" Signs in Place	1,079.00
55	Type "EE", "EEE", "G" amd "M" Signs in Place	985.00
56	Type "H" Signs in Place	90.00
57	Move and Reinstall Existing Signs	375.00
58	Thermoplastic Pavement Arrows	700.00
	Total	$ 14,755.75

3. Disadvantaged Business Firm

NTI Contractors Supply & Service Company
P. O. Box 8368
Portland, OR 97207

Item No.	Description	Amount
3	Temporary Signs	$ 5,564.00
4	Temporary Barricades	2,100.00
7	Flaggers	10,500.00
8	Pilot Cars	5,625.00
	Total	$ 23,789.00

4. Disadvantaged Business Firm

Garza Construction Company
Rt. 1, Box 1099
Yakima, WA 98901

Item No.	Description	Amount
1	Mobilization	$ 5,000.00
34	Bridge Removal Work	15,000.00
43	Reinforcement	10,000.00
44	Coated Reinforcement	8,000.00
45	Concrete Bridge Rail (Furnish & Replace Rebar)	2,000.00
	Total	$ 40,000.00

5. Disadvantaged Business Firm

J & J Fencing, Inc.
694 N. 34th Street
Springfield, OR 97478

Item No.	Description	Amount
1	Mobilization	$ 225.00
23	Guardrail, Type 2 A	2,125.00
24	Guardrail, Type 3	950.00
25	Guardrail, Anchors, Type 1	350.00
26	Rail End Pieces, Type C	110.00
27	Type 2 Fence	3,790.50
30	Delineators, Type 2	1,300.00
31	Delineators, Type 3	1,500.00
	Total	$ 10,350.50

Women Business total equals $21,655.75 or 2.9% of total bid.

Disadvantaged Business total equals $74,139.50 or 10.1 % of total bid.

In accordance with bidding documents this satisfies our required participation of D.B.E. and W.B.E. firms. If any additional information is desired, please call us at (509) 758-3357.

Thank you and we remain

Very truly yours,

Eucon Corporation

Wayne L. Van Zante
Company Engineer
Eucon Corporation of Idaho

WLV:bl

RECEIVED
DEC 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9941

CON-21-2

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. IR-84-5(7)167

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-7-85

4. PROGRAM NO.

5. ITEM NO. 40070

2A. COUNTY NAME
Morrow

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/14/84	Interstate 84	Primary 6

10. GENERAL LOCATION:
Irrigon Junction Interchange Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 12/7/84 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the adjustments to Umatilla Electric Cooperative Association's aerial power line on an actual cost basis estimated to be $1,831; Federal Funds $1,689.

The Agreement with Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 1/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/7/85	D. K. Hamner	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-2
Old Oregon Trail

December 7, 1984

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Milken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Umatilla Electric Cooperative Association
Irrigon Interchange Section
Old Oregon Trail Highway (I-84)
Morrow County
Project No. IR-84-5(7)167

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's aerial power distribution line facilities dated October 17, 1984, and a sketch showing their proposed relocation.

A certification prepared by Thomas C. Carman as to the Association's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Association dated September 24, 1984, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9B (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,831.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

CON 21-2

Civil Eng Trail

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-5(7)167

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40070

2A. COUNTY NAME: Morrow

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	Interstate 84	Primary 6

10. GENERAL LOCATION:

Irrigon Junction Interchange Section

11. GENERAL DESCRIPTION OF WORK

Grade, Pave and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 11/21/84.

13. REMARKS

As requested by Mr. Potter's letter of 11/26/84 the revised PS&E documents for the subject project are approved at a TEC of $965,387; Federal Funds $890,278.

(Increase TEC $323,172; Federal Funds $298,028)

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/4/84	D. K. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9940

1-84 h

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 9, 1984

J. H. Verateeg
Road Design Engineer

File 34240
Irrigon Junction Interchange Section
Old Oregon Trail Highway
Morrow County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required on the subject project.

By: ORIGINAL SIGNED BY G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

October 24, 1984

The Hon. Donald C. McElligott
Morrow County Judge
P. O. Box 788
Heppner, OR 97836

I think you will be pleased to know that we are going to revise our design of the Irrigon Junction Interchange on Interstate 84. The new design will include a ramp from the Bombing Range Road to allow northbound traffic to directly access eastbound traffic on the I-84 Freeway.

As a part of the construction of this ramp, we will, at your request, extend the construction on the Bombing Range Road to ease the grade and extend the fill through the Coyote Springs Pond area. Additional right-of-way will have to be acquired and we think this can be done rather quickly, especially if the property is owned by the Port of Morrow.

We have removed this project from the October 25 bid opening and will begin work immediately on redesign of the interchange. If no problems develop, we should be able to re-advertise the job for a January bid opening.

N. S. Coulter
State Highway Engineer

cc Robert Hector

bc E. S. Hunter
W. E. Schwartz
J. H. Versteeg

DRA:ja

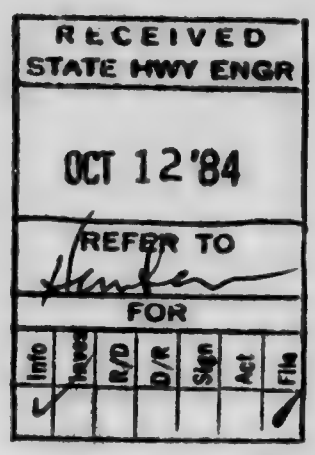
MORROW COUNTY

COUNTY COURT

P.O. Box 788 -:- Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
IRVIN E. RAUCH, Commissioner
Lexington, Oregon

October 10, 1984



Mr. Bob Hector
Regional Engineer
Department of Transportation
P. O. Box 850
LaGrande, OR 97850

Dear Mr. Hector:

We have received the plans for the proposed Irrigon Junction Interchange and object strongly to the proposed design.

This is probably the worst planned interchange in the whole interstate system. This is just a "cheap fix" that solves less than half of the problems that poor design caused in the first place.

We requested that three alterations be made to try to rectify the worst problems. First, that west bound I-84 traffic from the County Road swings in a loop to the right back over the the underpass. This you have accomplished with your BKAL ramp.

The second problem is that east bound I-84 traffic from the County Road swings in a curve to the right (see X on enclosed PLAN-STAGE II). Present east bound I-84 traffic from the County Road must stop on a short, rather steep little incline then turn left through east bound Highway 730 traffic to make a right turn uphill to the I-84 east bound lane. The 730 traffic comes around that corner pretty fast and I have personally seen three trucks rolled on their sides in the last five years. (See cross hatch area). This is a dangerous place and the problem can be cured with little cost by constructing a curve to the right toward the freeway on the old road bed.

The last request was to cut the grade of the County Road at the approach to the intersection and waste the material to build up the fill at the Coyote Springs pond (Y-Y). People of the area tell us that the State caused the ponding across our road when the intersection was built by cutting off the springs. Spoils from the BKAL ramp cut could also be used rather than dumping them out east of D ramp.

Look like we should make the change.

Morrow County Grain Growers and Kinzua Corporation people advise us that there are 30,000 chip and grain truck movements through this intersection a year to and from the County road. This does not include log trucks, potato trucks, corn trucks, and livestock haulers nor automobiles and light truck traffic. We believe that this intersection has the busiest commercial traffic of all on I-84 in Eastern Oregon. We realize that you probably won't have the money to build a good intersection for years but please get your traffic people to do better than they have with this.

It is busy, dangerous and we deserve a lot better than has been proposed.

Sincerely,

Donald C. Mc Elligott
DONALD C. MC ELLIGOTT, Judge

Warren McCoy
WARREN McCOY, Commissioner

Irvin E. Rauch
IRVIN RAUCH, Commissioner

DCM/lmb
cc: Senator Timms
Senator Thorne
✓H.S.Coulter, State Highway Engineer, 140 Transportation Bldg.
Salem, OR 97310
"Pat" Schwartz, Dept. of Transportation

Alternate Temp. Plastic Safety Markers And 26" Traffic Cones On 50' Max. Spacing

Hwy 730

2-8'-0" B(III) LR

ABRUPT EDGE RIGHT 42 x 18 (As Needed)

36 x 36

This Section To Be Completed After Traffic Is Rerouted Onto The New On Ramp. Use Appropriate Detail On Standard Drg. No. 2201

3-8'-0" B(III) LR

2-8'-0" B(III) R

RAMP "D"

Alternate Temp. Plastic Safety Markers And 26" Traffic Cones On 50' Max. Spacing

ABRUPT EDGE LEFT 36 x 18 (As Needed)

36

4-8'-0" B(III) L 300' Max. Spacing

← I 84 →

255 260 265 270 275 280 285 290

7-8'-0" B(III) R 200' Max. Spacing

7-8'-0" B(III) L 100' Max. Spacing

Alternate Temp. Plastic Safety Markers And 26" Traffic Cones On 50' Max. Spacing

ABRUPT EDGE RIGHT 42 x 18 (As Needed)

36 x 36

ABRUPT EDGE RIGH 42 x (As Ne

250'± 250'±

FLAGGER AHEAD 36 x 36 (As Needed)

36 x 36 (As Needed)

Alternate Temp. Plastic Safety Markers And 26" Traffic Cones On 50' Max. Spacing

TRUCKS ENTERING HIGHWAY 500 FT 7"-C 7"-C 7"-C 7"-C

48 x 54 (As Needed)

Bombing Range Road

County

℄ Traffic 16'

SECTION B-B

"EB" ℄ 195'

℄ 26'

SECTION C-C

ON 242
Old
Oregon
Trail

October 24, 1984

Louis A. Carlson, President
Port of Morrow
P. O. Box 200
Boardman, OR 97818

DES 16

Irrigon Interchange
Interstate 84

Robert Hector, our Region Engineer in LaGrande, has forwarded your letter regarding the design of the Irrigon Interchange.

I'm sure you will be pleased to know that the interchange on-ramp allowing northbound traffic on Bombing Range Road to directly access the freeway eastbound will be added to the work on this interchange. All our initial information regarding the number of trucks and the average daily traffic that would use this interchange were substantially lower than those given to us in the last few weeks. The increased traffic seems to indicate that the ramp will be sufficiently used to warrant its construction.

The project, which was being advertised for bid opening October 15 has been withdrawn and a new project incorporating the new ramp installation will be prepared for a new contract as soon as possible. If new right-of-way for the ramp can be acquired quickly and there are no adverse environmental impacts, a January bid opening for the revised project is possible.

H. S. Coulter
State Highway Engineer

cc Robert Hector

bc E. S. Hunter
W. E. Schwartz
J. H. Versteeg

DRA:ja

DELIVER TO: H. S. COULTER

ORIGINAL
SENT: 10/10/84 TIME: 11:54
FROM: REGION 5 HWY
SUBJECT: IRRIGON INTERCHANGE
PRINT DATE: 10/10/84 TIME: 11:56

Versteeg
Anderson
Adams
Idasneo
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 15 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

TO: SCOTT COULTER

FROM:R.D.HECTOR

FOLLOWING LETTER WAS RECEIVED TODAY FROM LOUIS A. CARLSON,PRESIDENT, PORT OF MORROW,AND READS AS FOLLOWS:

OCTOBER 9, 1984

ROBERT HECTOR
REGIONAL ENGINEER
STATE HIGHWAY DIVISION
P.O.BOX 850
LAGRANDE,OR 97850

REFER TO
By STATE HWY. ENGR.
R/D reply

RE: IRRIGON INTERCHANGE

DEAR BOB:

IT HAS COME TO MY ATTENTION THAT THE STATE HIGHWAY DIVISON IN SALEM IS AGAIN QUESTIONING THE WISDOM OF REHABILITATING THE IRRIGON INTERCHANGE ON I-84 TO THE ACCEPTED DESIGN STANDARDS FOR THE INTERSTATE HIGHWAY SYSTEM. NOW THEY WANT TO ABANDON THE EAST-BOUND ON-RAMP FROM THE SOUTH APPROACH.

THIS THINKING CONFOUNDS US IN THAT OUR EFFORTS TO IMPROVE THE IRRIGON INTERCHANGE ARE IN RESPONSE TO A SHORT-SIGHTED DECISION TO NOT BUILD A STANDARD INTERCHANGE ORIGINALLY.

PLEASE CONVEY THE PORT'S POSITION TO MR. COULTER AND HIS STAFF THAT WE BELIEVE IT IS IN ALL OUR BEST INTEREST TO REHABILITATE THE INTERCHANGE FOR TWO NEW ON-RAMPS THAT MEET ACCEPTABLE STANDARDS.

THE PORT AND COUNTY ARE GROWING AT A FASTER RATE THAN PROJECTED EVEN LAST YEAR, AND NOW IS THE TIME TO MAKE THE NECESSARY IMPROVEMENTS TO ACCOMMODATE THE HEAVY TRUCK TRAFFIC.

SINCERELY,

10-15-84
[redacted]
R/R please.
ESH

LOUIS A. CARLSON
PRESIDENT

LAC-PF

RDH-LM

PORT OF MORROW

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐ OCT 10 1984 ☐

RECEIVED
REGION 5 OFFICE

October 9, 1984

Robert Hector
Regional Engineer
State Highway Division
P.O. Box 850
LaGrande, OR 97850

Re: Irrigon Interchange

Dear Bob:

It has come to my attention that the State Highway Division in Salem is again questioning the widsom of rehabilitating the Irrigon interchange on I-84 to the accepted design standards for the interstate highway system. Now they want to abandon the east-bound on-ramp from the south approach.

This thinking confounds us in that our efforts to improve the Irrigon Interchange are in response to a short-sighted decision to not build a standard interchange originally.

Please convey the Port's position to Mr. Coulter and his staff that we believe it is in all our best interest to rehabilitate the interchange for two new on-ramps that meet acceptable standards.

The Port and county are growing at a faster rate than projected even last year, and now is the time to make the necessary improvements to accommodate the heavy truck traffic.

Sincerely,

Louis A. Carlson

Louis A. Carlson
President

LAC/pf

10-10-84
E-mail cy of letter sent to Scott Coulter. Our cy attached.

10-10-84
cy: W. E. Schwartz
lm

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 12 '84
REFER TO
E. Hunter
FOR
Info ✓ Direct R/D D/R Sign Act ✓ File

Post Office Box 200 • 1 Marine Drive • Boardman, Oregon 97818 • (503) 481-2695

Con 21-2
Acd OR Trail

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-5(7)167
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Morrow

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:
5. ITEM NO.: 40070

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 9'84
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/3/84	Interstate 84	Primary 6

10. GENERAL LOCATION:
Irrigon Junction Interchange Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*
Anticipated items as shown in your "PS&E: Estimate dated 9/24/84

13. REMARKS
After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/1/84 request and certifying statments are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $642,215; Federal Funds $592,250.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hoomes	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-2
Old Oregon Trail

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

July 23, 1984

In Reply Refer to
File No.:

DES 23
8931W-A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: WB Overcrossing Columbia River
Highway Widening
Irrigon Junction Interchange Section
Old Oregon Trail Highway
Morrow County
BR 8931W-A

Enclosed are two reduced prints of Drawings 39554 and 39491 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two prints of the approved geometric sheet for this interchange and two copies of the foundation report.

The alignment and roadway width are in accordance with the standards governing the project.

The westbound structure is being widened to add a third 12-foot lane for a new westbound on ramp. This is to provide improved safety and traffic flow from the south to west. The existing structure is to be widened in kind.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $114,000.

We request your approval of our preliminary plan.

KFD:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

RECEIVED
STATE HWY ENGR
JUL 24 '84
REFER TO
FOR

Form 734-3122

7710

1-84

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 17, 1984

J. H. Verateag
Road Design Engineer

File 54037
Irrigon Jct. Interchange
Columbia River and Old Oregon Trail Highways
Morrow County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

PORT OF MORROW

RECEIVED
STATE HWY ENGR
MAY 21 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
 | | | X | | | |

Cop. to
5/21/84
lc

May 18, 1984

Mr. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, OR 97310

Re: Highway 730 (Irrigon) Interchange Improvements

Dear Scott:

The Port of Morrow Commission supported the original design changes at the Highway 730 Interchange by granting to the State the additional right-of-way needed to construct a new west-bound on-ramp to I-84 and relocating to the north the I-84 west-bound off ramp.

This action by the Port of Morrow in support of the original design had three premises:

1. The existing design and construction was unsafe because of the need of trucks arriving from the South to cross traffic arriving from the North on Highway 730; and

2. Without design changes to eliminate the cross-traffic requirement, trucks would continue to use Wilson Road and Main Street in order to access the Port property. This places an unacceptable level of heavy truck traffic on a narrow street lined with residences, walking children and commercial activities; and

3. Projected truck traffic with the Port as it's destination will increase from the South, North, and East as the Port builds it's general cargo terminal, log and chip exports grow, the grain export terminals reach their capacity and agricultural processing expands.

Post Office Box 200 • 1 Marine Drive • Boardman, Oregon 97818 • (503) 481-2695

At it's regular May meeting, the Port Commission reiterated it's support of the original design for improvements to the Highway 730 Interchange as the best alternative for solving the immediate safety proplems and meeting the long-term need.

Thank you for your continuing support of transportation facility improvements in Morrow County.

Sincerely,

Wayne L. Schwandt
Manager

WLS/tle

CON 21-2
Old Rec
Irr. C

TECHNICAL SERVICES BRANCH DES 16

J. H. Versteeg
Road Design Engineer

May 17, 1984

E. S. Hunter
Assistant State Highway Engineer

Irrigon Interchange Revision
Columbia River Highway

I approve revision of the westbound off-ramp ("D" Line) and construction of a loop to provide for the westbound entrance to I-84 ("WB" Line), including widening of the structure to provide the proper acceleration lanes.

I see no reason to add the eastbound entrance ("BRB" Line) for only a 170 ADT.

I was at the Six-Year Program meeting and my recollection is that the discussion involved the need for alleviating the westbound entrance problem, which construction of the "WB" Line will solve. If, in the future, there is a need for a revised entrance, it can be considered at that time.

ESH:ja

Attachments

cc W. E. Schwartz

Refer to
Hunter
5-21 Ltr

CON 21-2
Old Oregon Trail

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region Engineer

DATE: April 26, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Irrigon Interchange Columbia River Highway

There were two alternate designs considered for the Irrigon Interchange. The first alternate widens a section of Route 730 and provides for turning lane storage. The estimated cost of this alternate is $300,000.

Alternate No. 2 provides for two new loop ramps to I-84. One ramp from 730, the second ramp from Bomber Range Road to I-84. The estimated cost of alternate No. 2 is $1,300,000 which includes the cost of widening the I-84 structure.

The Traffic Section has analyzed these alternates and recommends that the present interchange be revised at a cost of $300,000. A copy of their April 13, 1984 letter is attached for your information.

Based on the information available, alternate No. 2 at a cost of $1,300,000 cannot be justified because of the low traffic volume, the favorable accident record and the lack of anticipated benefits. If you have any questions, please call Bud George, Don Adams, or myself.

JHV:bn

Attachment

cc:(w/atch)
E. S. Hunter
C. O. Fredrickson
Pat Schwartz
Bud George
Don Adams
Frank Terpin

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 27 '84
REFER TO Versteeg
FOR
Info | Appr | R/O | D/R | Sign | Act | File

Hal- I don't like your decision for the following reasons: Orig to 5/8

1. Proposal is a mickey mouse design
2. Question traffic projections. We had good info at time we were trying to justify Boardman Industrial Interchange. I wonder if this was used
3. Contrary to what was proposed in 6Yr Program.

81-125.1387

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: April 13, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
IRRIGON INTERCHANGE
Columbia River Highway & Old Oregon Trail Highway
Morrow County

Recommendation Pg. #2
EJ Lewis
4-25-84

Regarding your inquiry on the above section we found the following information:

ACCIDENTS - There were 16 accidents in the period 1/1/79 to 12/31/83. Of these 16, 14 involved single vehicle, run-off-the-road type accidents. The remaining two accidents consisted of one hitting a parked car and one left-turn at the frontage road in the northwest quadrant of the interchange. The overall accident rate is a 2.22 per million vehicle miles. This rate is above the 1982 average for rural/primaries (1.58). (See Attached Drawing.)

TRAFFIC COUNT- There is nothing in the traffic count projections to suggest that major changes in this interchange will be needed in the forseeable future. (See Attached Drawing.)

ALIGNMENT- The only areas that appear to be a problem are the approach on Route 730 from the northeast and the left turn from eastbound on Route 730 to the westbound on-ramp from Route 730 to I-84.

The proposed 'BRA-L' Line has one serious deficiency. The acceleration lane should be lengthened to 1000 ft. minimum plus a 300 ft. taper. This would require widening the westbound freeway structure. In addition, the proposed 'BRA-L' Line should be adjacent to the revised 'D' Line where they intersect Route 730.

$1,390,000
w/str widening
and accel.
incl ER on from
for. to Pr. ct.

Page 1

1 Versteeg ✓
Anderson
3 Adams
Unsoeld
2 Edwards
Terpis
Frost
Wakeley

RECEIVED
APR 16 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

81-123-1397

IRRIGON INTERCHANGE
Columbia River Hwy. & Old Oregon Trail Hwy.
April 4, 1984

RECOMMENDATION

#≅10,000 incl. sign bridge

Based on the accident history and projected volumes, it appears that the following more modest remedy may be appropriate:

1 - Widen the northeasterly approach on Route 730 to accomodate 2-12 foot lanes Westbound with minimum 8 foot shoulder for a distance of 1000 feet with a 20:1 taper. One lane would lead to the right and the I-84 WB On-Ramp and the other straight ahead to the I-84 EB On-Ramp and Bombing Range Rd. This would allow the traffic going straight to decelerate with out hampering the flow from Rte 730 to I-84. This could lower the approach speeds to the present 'D' line intersection. Also it is recommended that a sign bridge with appropriate signing be installed.

2 - Revise the alignment of the tie from eastbound on Rte 730 to the WB On-Ramp to I-84 be as shown in the attached sketch (04/03/84). This revision will give trucks a merging lane of approximately 500 feet with approximately 2.5% upgrade.

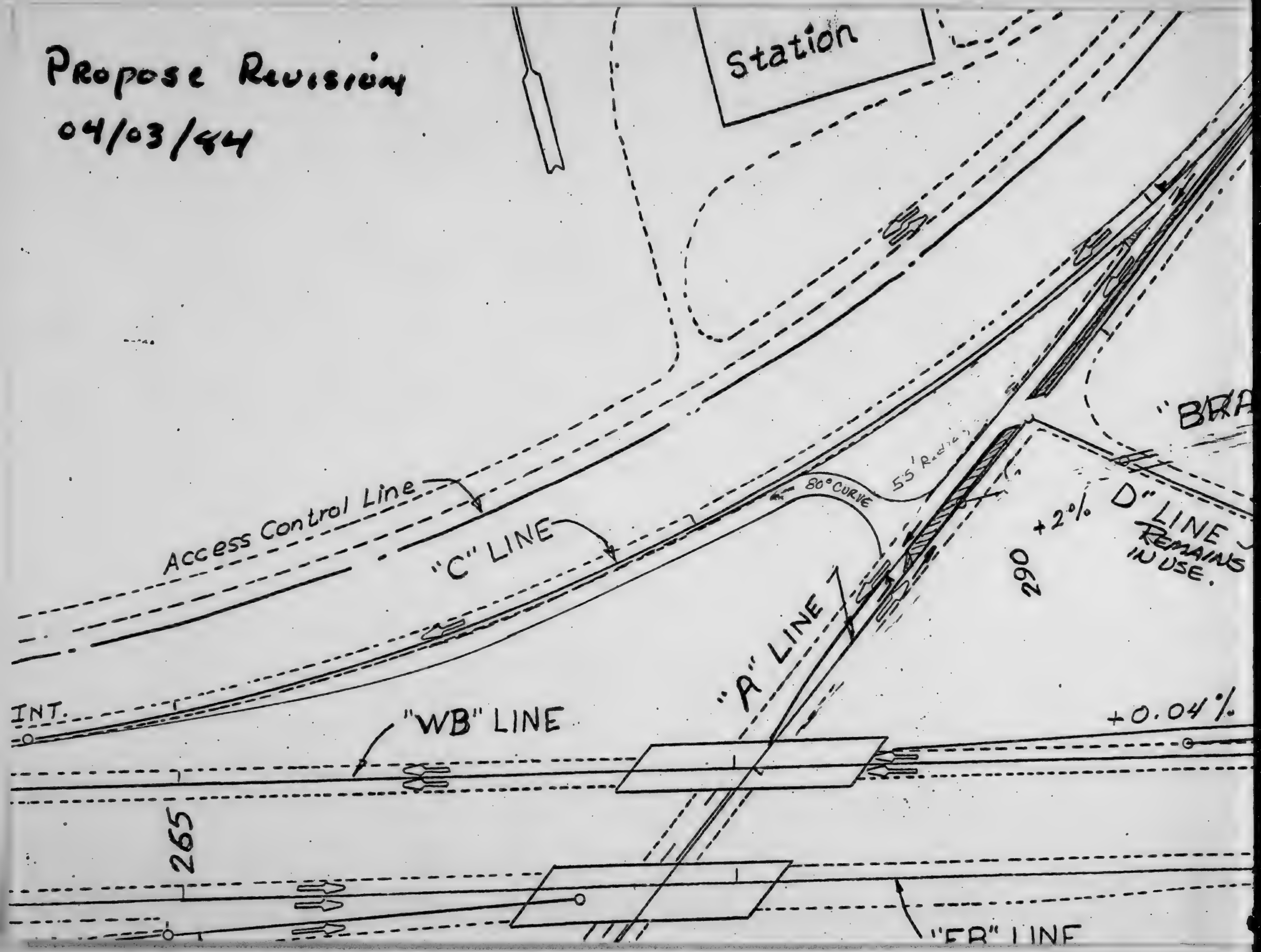
L. E. George
Traffic Engineer

RDP

Attachments

cc: Robert D. Hector

PROPOSE REVISION
04/03/44



Revision

Station

"BRAIL" LINE

4.5%

Control Line

"C" LINE

80° CURVE

55' Radius

290

+2%

"D" LINE

REMAINS IN USE.

"A" LINE

"WB" LINE

+0.04%

275

275

OLD

"FB" LINE

IRRIGON INTERCHANGE
(HWY. 730)

Sub Station

Access Control Line

"C" LINE

"BRA·L" LINE

"WB" LINE

"A" LINE

"B" LINE

"EB" LINE

"BR" LINE

REVISED "O" LINE

OLD OREGON TRAIL HWY

(I-84)

TO IRRIGON

TO LEXINGTON

← 3.5 MILES TO BOARDMAN INT.

Access Control Line

+4.5%

-4.5%

+0.75%

+0.04%

+1.2%

XXX = 2000 DESIGN HOUR VOLUME
(XXX) = 2000 AVERAGE DAILY TRAFFIC VOLUME

PRELIMINARY LAYOUT SHEET

IRRIGON INTERCHANGE
SCALE 1"=100'
MILE POST 167.9

IRRIGON JUNCTION INTERCHANGE MP 167.5 TO 168.5 1979 TO DATE

2, COLUMBIA RIVER HWY

SERIAL NO./ INVEST	DATE/ DAY- TIME	COUNTY/ SYSTEM- POP-CHAR	M-POST/ ANONA- INTER CH NO.	CONN/ ACC- CTL	ROAD- CHAR/ DIREC -LOC	INTER OR (MEDIAN) TYPE/TURN LEGS OR (LANES)	WEATH/ SURF- LIGHT	TYPE ACC- COLL/ CLASS	C A R D	PARTI- CIPNT/ SEVRTY	VEH OWNER/ TYPE	RES- LIC/ AGE- SEX	MOVE/ FR-TO	ERROR/ ACTION	EVENT/ CAUSE
0094	10/03/83	MORROW	167.65		STRGHT	(DIVMD)	CLR	& NONC	1	MVOP	PRI	OR2-Y	STRGHT	TOO FAST	
COUNTY	MON 06A	PRIME	0	FULL	UN 1	(2)	DRY DUNL	INJ		PDO	PASS	24 M	E W	AVOIDING	OTH-IMP
									2	MISC		PSNGR	------		
										INJC		24 M	UN UN	NONE	
0008	01/29/82	MORROW	167.70		STRGHT	(UNDIV)	CLR	8 FIX	1	MVOP	PRI	OR1-Y	STRGHT	TOO FAST	45
COUNTY	FRI 07P	PRIME	0	FULL	UN 1	(2)	DRY DUNL	INJ		INJB	PASS	33 M	W E	SKIDDED	TOO-FAS
DELINEATOR/MARKER															
0012	02/14/83	MORROW	167.80		GRADE	(DIVMD)	CLDY	8 FIX	1	MVOP	PRI	OR1-Y	STRGHT	TOO FAST	34
STATE	MON 09P	PRIME	0	FULL	UN 2	(2)	WET DUNL	INJ		INJB	TRCKTT	36 M	N S	SKIDDED	TOO-FAS
0150	12/02/79	MORROW	167.88		STRGHT	(UNDIV)	CLR	& NONC	1	MVOP	PRI	NON-Y	STRGHT	TOO FAST	
COUNTY	SUN 04P	PRIME	0 168	PART	UN 1	(2)	DRY DAY	INJ		INJB	TRCKTT	28 M	W E	LOSTCONT	TOO-FAS
005D	01/04/79	MORROW	167.94		INTER	3-LEG	CLDY	0 NONC	1	MVOP	PRI	OR2-Y	STRGHT	RAN-STOP	18
STATE	THU 01P	PRIME	0 168	PART	CN 1	NONE	ICY DAY	PDO		PDO	TRCKTT	23 M	S N	LOSTCONT	PAS-STOP
0067	07/03/81	MORROW	167.94		STRGHT	(UNDIV)	CLR	& NONC	1	MVOP	PRI	NON-Y	STRGHT	TOO FAST	
NONE	FRI 11A	PRIME	0 168	PART	UN 6	(2)	DRY DAY	PDO		PDO	PASST	21 F	W E	LOSTCONT	TOO-FAST
0013	01/25/82	MORROW	167.94		STRGHT	(DIVMD)	CLR	& NONC	1	MVOP	PRI	OR2-Y	STRGHT	TOO FAST	
STATE	MON 10P	PRIME	0 168	PART	UN 6	(2)	DRY DUNL	INJ		INJA	PASS	58 M	E W	DR-SLEEP	OTHER
0(	02/07/83	MORROW	167.94		STRGHT	(UNDIV)	CLR	8 FIX	1	MVOP	PRI	OR1-Y	STRGHT	17	34
NO..	MON 05P	PRIME	0 168	PART	UN 2	(4)	WET XXXX	PDO		PDO	PASS	58 F	W E	NONE	OTH-IMP
0066	07/04/79	MORROW	167.94		STRGHT	(DIVMD)	CLR	& NONC	1	MVOP	PRI	OR2-Y	STRGHT	UNSFEVEH	TIREFA
NONE	WED 12N	PRIME	0 168	PART	UN 1	(2)	DRY DAY	PDO		PDO	TRCKTT	52 M	W E	LOSTCONT	MACH-DEF
0083	11/25/82	MORROW	168.01		INTER	3-LEG	CLR	8 FIX	1	MVOP	PRI	OR1-Y	TURN-L	UNSFEVEH	45
STATE	THU 01A	PRIME	0 168	FULL	CN 1	NONE	DRY DUNL	INJ		INJB	PASS	33 M	S W	SKIDDED	MACH-DEF
INADEQUATE/NO BRAKE															
0014	01/30/82	MORROW	168.10		INTER	3-LEG	CLR	8 FIX	1	MVOP	PRI	NON-Y	TURN-R	WIDE-TRN	45
COUNTY	SAT 06P	PRIME	0 168	FULL	CN 1	NONE	DRY DUNL	INJ		INJB	PASS	20 F	E NW	SKIDDED	IMP-TURN
0042	06/12/80	MORROW	168.19		INTER	3-LEG	RAIN	E REAR	1	MVOP	PRI	OR1-Y	STRGHT	09	
STATE	THU 10P	PRIME	0 168	PART	CN 2	NONE	WET DUNL	INJ		INJC	PASS	21 F	E W	NONE	OTH-IMP

RURAL SYSTEM/HIGHWAY/ ACCIDENT LISTING

IRRIGON JUNCTION INTERCHANGE MP 167.5 TO 168.5 1979 TO DATE

2, COLUMBIA RIVER HWY

SERIAL NO./ INVEST	DATE/ DAY- TIME	COUNTY/ SYSTEM- POP-CHAR	M-POST/ ANONA- INTER CH NO.	CONN/ ACC- CTL	ROAD- CHAR/ DIREC -LOC	INTER OR (MEDIAN) TYPE/TURN LEGS OR (LANES)	WEATH/ SURF- LIGHT	TYPE ACC- COLL/ CLASS	C A R D	PARTI- CIPNT/ SEVRTY	VEH OWNER/ TYPE	RES- LIC/ AGE- SEX	MOVE/ FR-TO	ERROR/ ACTION	EVENT/ CAUSE
									2	MVOP PDO	PRI PASS	OR1-Y 64 M	STOP E W	NONE STOPPED	
0070 STATE	10/16/82 SAT 06P	MORROW PRIME	168.23 0 168	PART	INTER CN 2	3-LEG NONE	CLR DRY DAY	D TURN INJ	1 2 3	MVOP INJB MVOP INJC MISC INJB	PRI PASS PRI PASS	NON-Y 29 M OR2-Y 49 M PSNGR 28 M	STRGHT W E TURN-L W N UN UN	NONE NONE IMP-SIG NONE ------ NONE	IMP-TURN
004N STATE	02/04/81 WED 03A	MORROW PRIME	167.87 1 6 168	PART	CURVE UN 1	(UNDIV) (2)	CLDY DRY DUNL	8 FIX INJ	1 2	MVOP INJB MISC INJB	PRI PASS	NON-Y 20 M PSNGR 21 M	STRGHT E W UN UN	TOO FAST LOSTCONT ------ NONE	34 TOO-FAST
0008 STATE	02/02/83 WED 04P	MORROW PRIME	167.95 1 6 168	FULL	CURVE UN 6	(UNDIV) (2)	CLR DRY DAY	8 FIX INJ	1	MVOP INJB	PRI TRUCK	OR2-Y 21 M	STRGHT N S	TOO FAST LOSTCONT	SIGN TOO-FAST
0014 STATE SIGN	01/26/83 WED 05P	MORROW PRIME	167.97 1 6 168	FULL	CURVE UN 6	(UNDIV) (2)	CLR DRY DUNL	8 FIX INJ	1	MVOP INJC	PRI PASS	NON-Y 44 M	STRGHT E W	TOO FAST SKIDDED	34 DRINKING

(*** C O D E S E M P L O Y E D I N P R E V I O U S 15 A C C I D E N T S ***

CLASS	CODE	DESCRIPTION
DRIVER ACTION	00	NO CODES USED
DRIVER ERROR	09	HIT PARK/STOP VEH
	17	STRADDLE LANE
PED ERROR	00	NO CODES USED
EVENT	18	TRAILER HIT TOW VEH
	34	DELINEATOR/MARKER
	45	CUT SLOP OR DITCH

TYPE OF ACCIDENT CODES

COLLISION WITH ANOTHER MOTOR VEHICLE IN TRAFFIC

A ENTERING AT ANGLE - ONE VEHICLE STOPPED
B ENTERING AT ANGLE - ALL OTHERS
C FROM SAME DIRECTION - BOTH GOING STRAIGHT
D FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E FROM SAME DIRECTION - ONE STOPPED
F FROM SAME DIRECTION - ALL OTHERS (INCL PARKING)
G FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H FROM OPPOSITE DIRECTION - ONE LEFT TURN, ONE STRAIGHT
I FROM OPPOSITE DIRECTION - ONE STOPPED
J FROM OPPOSITE DIRECTION - ALL OTHERS (INCL PARKING)

COLLISION OF MOTOR VEHICLE WITH:

1 MOTOR VEHICLE ON OTHER ROADWAY
2 PARKED MOTOR VEHICLE
3 PEDESTRIAN
4 RAILROAD TRAIN
6 BICYCLIST
7 ANIMAL
8 FIXED OBJECT
9 OTHER OBJECT
& OVERTURNED
0 OTHER NON-COLLISION

(2, COLUMBIA RIVER HWY

C O L L I S I O N S U M M A R Y

	FATAL	NON-FATAL	PDO	TOTAL	KILLED	INJURED
ANGLE	0	0	0	0	0	0
HEAD-ON	0	0	0	0	0	0
REAR-END	0	1	0	1	0	1
SIDE-SWIPE MEETING	0	0	0	0	0	0
SIDE-SWIPE OVERTAKING	0	0	0	0	0	0
TURNING	0	1	0	1	0	3
PARKING	0	0	0	0	0	0
NON-COLLISION	0	3	3	6	0	3
FIXED OBJECT	0	7	1	8	0	8
PEDESTRIAN	0	0	0	0	0	0
BACKING	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL	0	12	4	16	0	15

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

REGISTERED PROFESSIONAL ENGINEER 11,148 OREGON JULY 17, 1981 TIM H. THEX

PROJECT Irrigon Interchange

PREPARER Lee Doss

HIGHWAY Old Oregon Trail Hwy. I-84

DATE 4-9-84

COUNTY Morrow

CITY Boardman (East of)

PROJECT DESCRIPTION: The project will add a loop-type ramp to the NE quadrant of the interchange providing a free move from south to west. The existing westbound off-ramp from I-84 will be relocated north to make room for the loop. The remainder of the interchange will not be modified. (see sketch attached).

EXISTING LAND USE ACTIVITIES: Land surrounding the interchange is undeveloped except for a power substation in the vicinity of the northwest quadrant and a barn and silo in the vicinity of the northeast quadrant approximately 400 feet distant from the proposed off-ramp.

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Verstoeg
Anderson
Adams
Ellsnab
Edwards
Terpin
Trout
Wakerlig

Do Not File ☐
Return to
Bring Up ____/____/____
Action

TRAFFIC DATA AND PREDICTED NOISE LEVELS
I-84, Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 67 dBA Contour Distance
	(vehicles per hour)				(from road centerline)	
1984 (Existing)	250	10	75	55	73	179 ft.
1994 (No-Build)	400	14	120	55	75	284 ft.
1994 (Build)	290	20	150	55	75	343 ft.

TRAFFIC DATA AND PREDICTED NOISE LEVELS
Irrigon Hwy. North of Interchange
Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 67 dBA Contour Distance (from road centerline)
	(vehicles per hour)					
1984 (Existing)	260	6	80	50	72	165 ft.
1994 (No-Build)						
1994 (Build)	400	15	130	50	74	270 ft.

TRAFFIC DATA AND PREDICTED NOISE LEVELS
Westbound Off-Ramp from I-84 to Irrigon Hwy.
Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 62 dBA* Contour Distance (from road centerline)
	(vehicles per hour)					
1984 (Existing)	8	2	5	45	57	16 ft.
1994 (No-Build)						
1994 (Build)	10	4	8	45	60	30 ft.

TRAFFIC DATA AND PREDICTED NOISE LEVELS
Proposed Loop, N. Bd. from South to West on I-84
Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 62 dBA* Contour Distance (from road centerline)
	(vehicles per hour)					
1984 (Build) ~~(Existing)~~	20	3	8	25	55	10 ft.
(No-Build)	N/A					
1994 (Build)	40	5	15	25	58	19 ft.

*Used in place of 67 dBA, since 67 dBA would fall within traffic lanes.

EXISTING SOUND LEVELS: No field measurements were taken.

TRAFFIC NOISE IMPACTS: None. There are no habitable dwellings in the vicinity, and no commercial developments. The barn and substation are visited occasionally by humans. Traffic on the proposed ramps is low enough to be insignificant. Noise quantities are furnished on the previous pages for planning purposes of local authorities.

TRAFFIC NOISE MITIGATION: None is proposed.

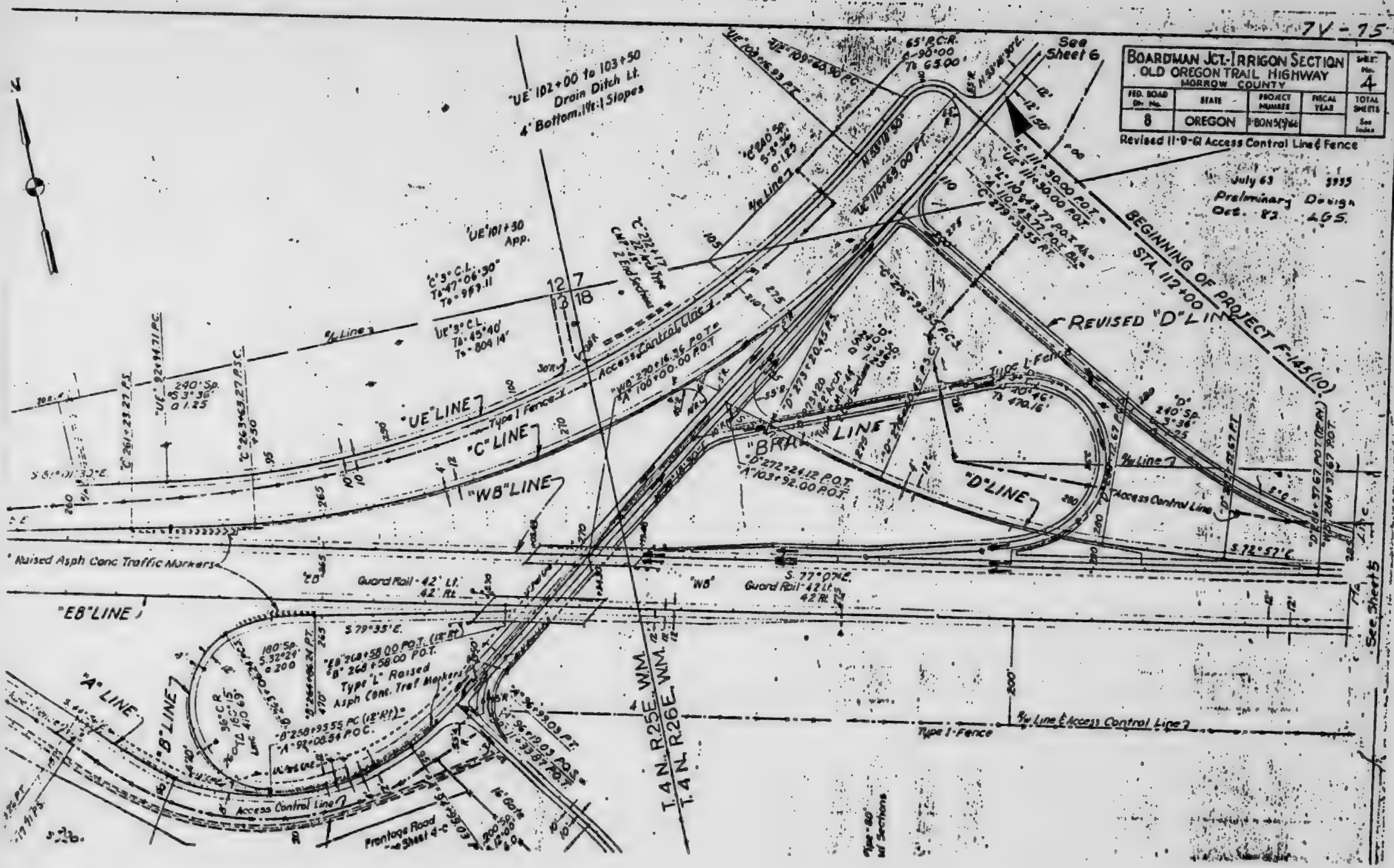
CONSTRUCTION NOISE: Earthmoving and paving machinery will make some noise during construction.

Impacts: None, since there is no habitation near the project.

Mitigation: ~~See Attachment~~. Standard construction noise specifications can be waived on this project.

LOCAL COORDINATION:

A copy of this report will be sent to Morrow County for use in planning for development along this portion of I-84. Responsibility for noise mitigation in future developments on properties adjacent to the project will rest with the County and with the developer.



Irrigon Interchange
Noise Study Report
Old Oregon Trail Hwy. I-84
Morrow County

nig

CON 21-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-5(5)167 Old
2. STATE PROJECT NO. See below Oregon
2A. COUNTY NAME Morrow Irdil

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
11-9-83

4. PROGRAM NO.

5. ITEM NO. 40070

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
IRRIGON INTERCHANGE SECTION

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $47,000; FF $43,343

13. REMARKS

As requested by Mr. Swan's PEA dated October 26, 1983

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL D K. Hansen

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
NOV 15 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
11-14-83
cc: FHWA (2)
STATE HWY. ENGR.
LOC. UNIT
RIGHT-OF-WAY SEC.
ROAD DESIGN SEC. (3
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
REG. 5 ENGR.: R.D. HECT
DIS. 12 ENGR.: H. OSWAL

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: IRRIGON INTERCHANGE SECTION

DATE: 11/8/83

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTED
W. E. SCHWARTZ

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 831012-016-?

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

OCT 24 [illegible]

PNRS STATE REVIEW

Project #: OR 831012-016-2 Return Date: NOV 04 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [signature]

PNRS #2 Phone Number [illegible]

9714?

CON 21-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage Street N. E., Salem, Oregon 97310
Phone: 378-3732
Toll Free Number 1-800-422-3600

REQUEST FOR ADDITIONAL INFORMATION

.DATE: October 12, 1983

.APPLICANT: Oregon Department of Transportation

.PROJECT TITLE: Irrigon Interchange Section

We have received your Notice of Intent to apply for Federal funds. The information received was incomplete and the following is requested in order to facilitate a prompt review.

OR 831012-016-2

( ) The enclosed form completed and returned to this office. (____copies required)

( ) Additional descriptive material on your project. (____copies required)

( ) A small (8½ X 11) map showing project and affected area. (____copies required)

( ) Notice of Intent for each individual program. (____copies required)

( ) Necessary information on PNRS 1 incomplete as indicated.

( ) Insufficient copies. Eight (8) copies required.

(XX) Other: * MAILING ADDRESS AND CONTACT PERSON FOR FEDERAL FUNDING AGENCY

* New Requirement

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

PNRS#5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Old Oregon Trail

Date: October 11, 1983

In Reply Refer to File No.: PRO

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

East Central Oregon Association
of Counties
Attn: Melinda Barnhart
P.O. Box 1207
Pendleton, OR 97801

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Section: Irrigon Interchange Section
Highway: Old Oregon Trail Hwy., Jct. I-84 & US 730
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 14, 1983.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
R. D. Hector, Region 5
H. W. Oswald, District 12
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
ASST STATE HWY E -GR
OCT 12 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

R. N. BOTHMAN

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: Department of Transportation [45] | [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: Transportation Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: Gary A. Potter [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6564 [59]

01 [12] PROJECT TITLE: Irrigon Interchange Section [71]

11 [12] PROJECT LOCATION—CITY: Old Oregon Trail Hwy. Jct. I-84 & US 730 | PROJECT LOCATION—COUNTY: Morrow | PROJECT LOCATION [79]: SEC: 13 T: 4 N R: 25 E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Construct new interchange ramp to handle traffic from south to west at [71]

07 [12] this interchange. (See attached Project Prospectus Part 3 and sketch map). [71]

08 [12] [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
1,004,000		88,000			1,092,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 10/11/83

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: Nov [42] | [43] DAY: 14 [44] | [45] YEAR: 1983 [46]

ADDITIONAL INFORMATION–ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/11/83

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion according to the 1978 environmental quality guidelines.

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Irrigon Interchange

REGION

5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of 4.39 acres of land belonging to the Port of Morrow. The possibility of donation by the Port is being investigated. No adverse impacts are anticipated as the acquisition would be entirely from unused sandy-scrub land characterized by old sand "blowouts" and xerphytic based vegetation. Nearby circle irrigation lands will not be affected. The affected land is not suitable for irrigation.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: The project is consistent with the Morrow County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

While traffic volumes would not be affected, both flow pattern and safety would be improved. Current interchange configuration requires dangerous cross traffic movements by slow, heavily ladened agriculturally based vehicles. Efforts by this traffic to cross traffic to turn left onto the westbound access ramp to I-84 is producing traffic backups and congestion on this busy highway.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

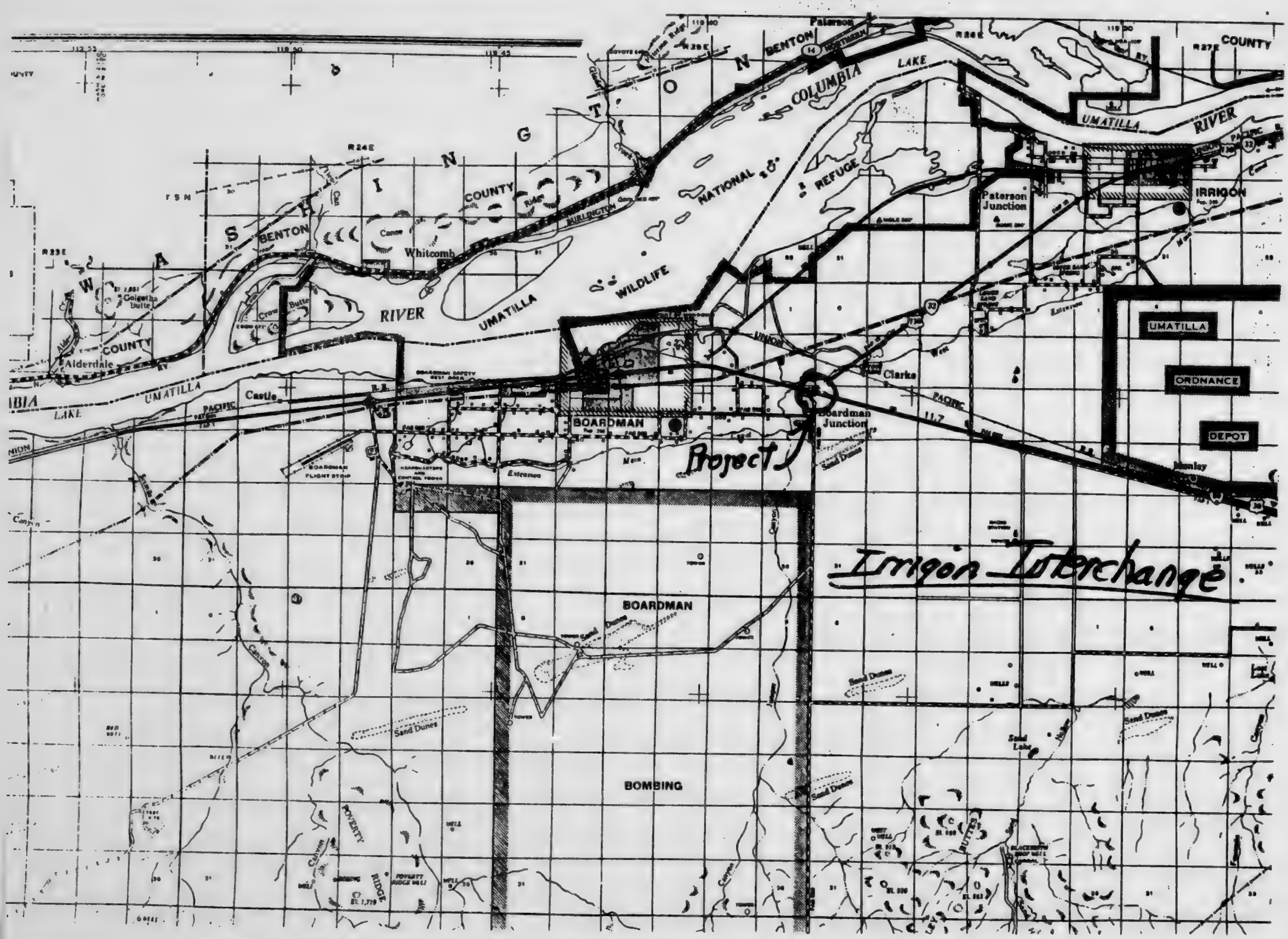
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

The proposal is a safety related project aimed at improving the safe flow of traffi from south to west at this interchange. Right-of-way acquisition of 4.39 acres will be from unused sandy,scrub land adjacent tc interchange. No adverse physical or human impacts are anticipated. Recommended type of action is Class 2 (Categorical Exclusior

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1913 (7-89)


Project
Irrigon Interchange
BOARDMAN
BOMBING
Paterson
BENTON
COLUMBIA
LAKE
UMATILLA
RIVER
COUNTY
Paterson Junction
IRRIGON
NATIONAL
REFUGE
WILDLIFE
Whitcomb
Alderdale
Castle
Clarke
Boardman Junction
ORDNANCE
DEPOT
Sand Dunes
POVERTY
RIDGE
BUTTER

CON 21-2
Old
Oregon
Trail

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 29, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Irrigon Interchange (I-84)
Old Oregon Trail
Morrow County
IR-84-5(-)

Dear Mr. Wilken:

Attached is a project environmental classification on the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Richard R. Rudd 10/7/83
Division Administrator Date

ENVIRONMENTAL SECTION
October 10, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Irrigon Interchange

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

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ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

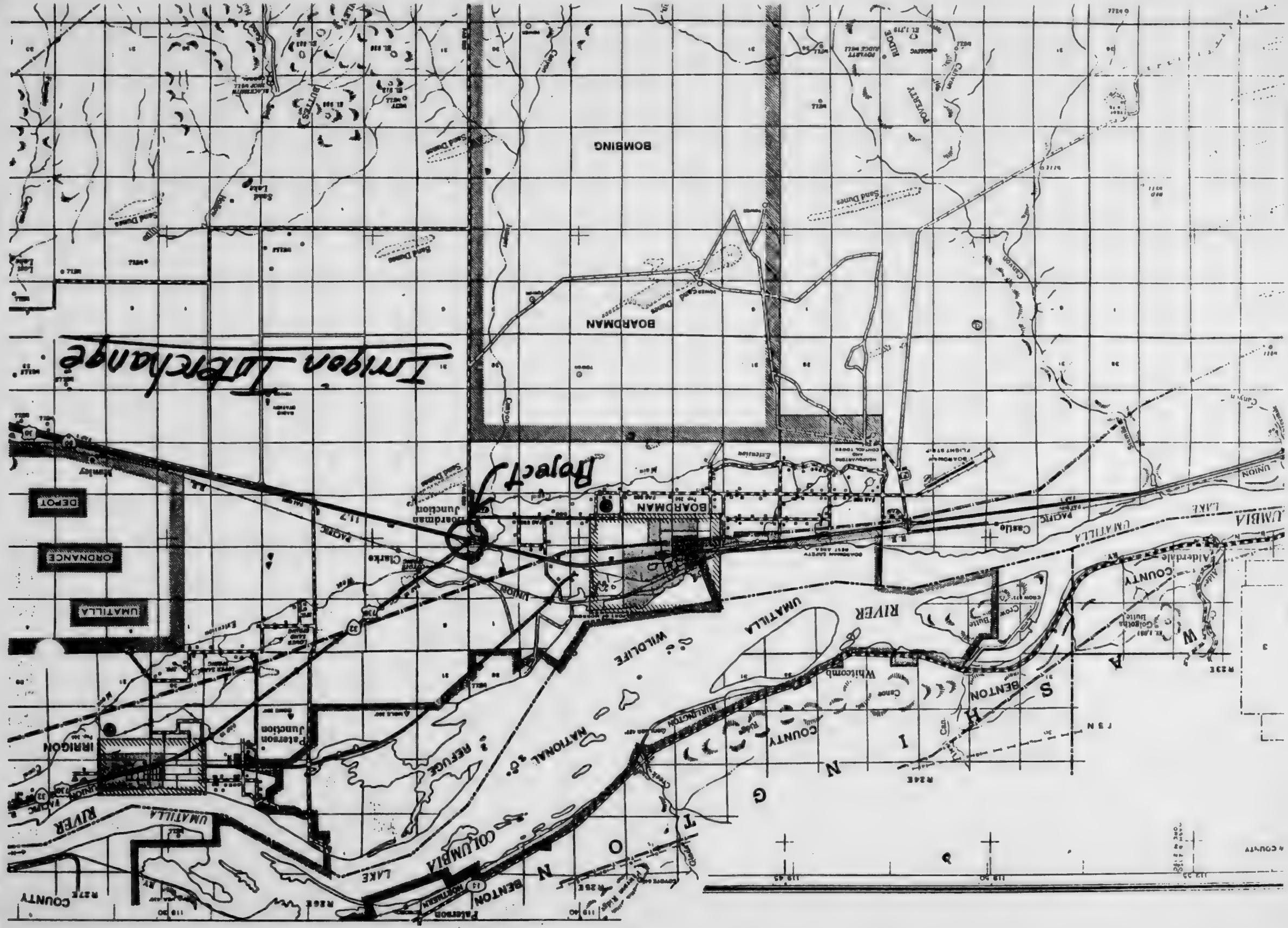
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

The proposal is a safety related project aimed at improving the safe flow of traffi from south to west at this interchange. Right-of-way acquisition of 4.39 acres will be from unused sandy,scrub land adjacent to interchange. No adverse physical or human impacts are anticipated. Recommended type of action is Class 2 (Categorical Exclusion

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	October 7, 1983

734-1913 (7-82)


Umpqua Interchange
Project
BOMBING
BOARDMAN
BOARDMAN
DEPOT
ORDNANCE
UMATILLA
IRRIGON
Boardman Junction
Paterson Junction
Clarke
Castle
Whitcomb
BENTON
BURLINGTON
Caldersdale
RIVER
UMATILLA
COLUMBIA
LAKE
COUNTY
NATIONAL WILDLIFE REFUGE
Sand Dunes
Canyon
PACIFIC
UNION
FLIGHT STRIP
R27E
R26E
R25E
T 5 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Irrigon Interchange

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 625-1976

DATE: 9-23-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 25,000	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	500	500	935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1,000	1,000
905 FINAL DESIGN	5,000	5,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	3,500	3,500	938 REGION ENVIRONMENT	500	500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,000	1,000	923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	300	300
910 REGION GEOLOGIST	6,000	6,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	1,000	1,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	1,000	1,000	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$	$ 47,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-84-5(5)167

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Ugarte Hyde
Liacnab
3 Stoudenmeyer
Torpin
3 Trout ✓
Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

ON Pro[illegible]

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X [signature]	10/5/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X [signature]	[illegible]	X [signature] for	10-4-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X [signature]	[illegible]	11-9-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

IRG 0001

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01278

SECTION: Irrigon Intchge.

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
6	Old Oregon Trail	FROM 167.9 TO 168.2	0.3

☐ URBAN ☒ RURAL

CITY:

COUNTY: Morrow

ROAD/STREET NAME:

ROUTE #: I-84

FEDERAL AID #: FAI 84

APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 47 ~~30~~
RIGHT OF WAY		$ 10
ROADWAY	$ 710	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 35 ~~10~~	
	$	
40% ENGINEERING & CONTINGENCIES	$ 300 280	
TOTAL CONSTRUCTION		$ 1,045 ~~1,000~~
TOTAL ESTIMATE		$ 1 092 ~~1,040~~

PROJECT DATA

GRADING (Y/N)	X	
PAVING (Y/N)	X	
STRUCTURES (Y/N)		
SIGNING (Y/N)	X	
SIGNALS (Y/N)		
ILLUMINATION (Y/N)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	7	
WORK TYPE (1-12)	2	

RIGHT OF WAY

FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
RIGHT OF WAY ACQUISITIONS (S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR): /

RECOMMENDED FUNDING SOURCE: FAI 4R

RECOMMENDED PROGRAM YEAR:

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		1
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	4150	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This interchange handles heavy commercial traffic from south to west. The existing configuration does not allow a safe movement for that traffic.

PROPOSED SOLUTION

Construct new interchange ramp to allow safe traffic movement from south to west at this interchange.

asld

REQUESTED, REGION ENGINEER — X — DATE 12-17-82

APPROVED, ASST. HWY. ENG. FOR OPERATIONS — X — DATE

APPROVED, ASST HWY ENG FOR ADMINISTRATION — X — DATE — TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Irrigon Intchge.

REGION 5

PROJECT JUSTIFICATION

Heavy vehicle traffic hauling agricultural and wood products from central and southern Morrow County uses this interchange to get to the Port of Morrow industrial and food processing area. The configuration of the interchange does not allow a safe truck movement from south to west. Also, due to the increase of irrigation, the water table has raised to the point of affecting the roadway.

It is proposed to construct a ramp to allow an exclusive lane for south to west traffic.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Irrigon Interchange

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES: Columbia Basin Irrigation

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED: 55	DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			16	×				6				
				4			16					6				
PROPOSED (Interchange Legs)																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock 18"	X				
A.C. Surface 4"	X				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Irrigon Interchange

REGION

5

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None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

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☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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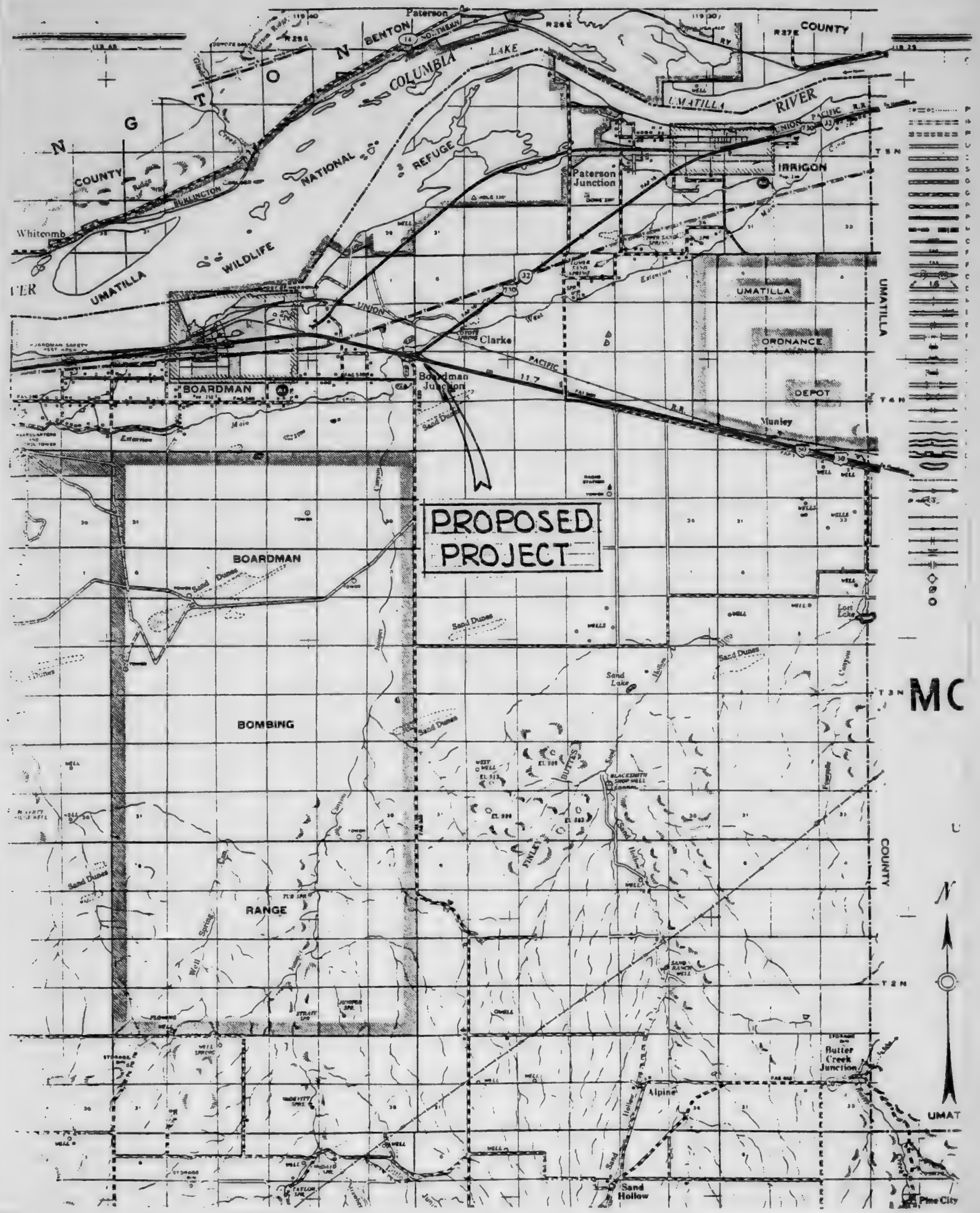
PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	October 7, 1983

734-1913 (7-82)


PROPOSED PROJECT
BENTON COUNTY
COLUMBIA
LAKE
UMATILLA RIVER
NATIONAL
REFUGE
WILDLIFE
UMATILLA
COUNTY
BOARDMAN
BOMBING
RANGE
IRRIGON
Paterson
Paterson Junction
Whitcomb
Clarke
Boardman Junction
UMATILLA
ORDNANCE
DEPOT
Munley
Butter Creek Junction
Alpine
Sand Hollow
Pine City
Lost Lake
Sand Lake
Sand Dunes
BURLINGTON
UNION PACIFIC R.R.
T5N
T4N
T3N
T2N
R25E
R26E
R27E
N

I-84
(6)

ROAD DESIGN SECTION

DES 16

Bob Hector
Region V Engineer

October 11, 1982

A. D. Olson
Preliminary Design Engineer

Irrigon Junction Interchange
Old Oregon Trail Highway (I-84)
Morrow County

Vers per
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 12 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

As requested, attached are two sketches of revisions to the Irrigon Junction Interchange. These were drawn up to indicate two ways to help a potential heavy traffic increase from Bomber Range Road to the Boardman area.

The loop pattern would cost $800,000 - $1,000,000, based on the prices sent in for the Port of Morrow interchange. It would have the advantage that the traffic from Bomber Range Road would not have to cross the high-speed eastbound ramp traffic to get into the left-turn hideout. It would have the disadvantage of about 30 feet of rise and 0.4 mile more travel distance.

The revised left-turn pattern would cost about $100,000. It was moved west about 200 feet to get further from the split in westbound Highway 730 traffic and reduce the left-turn accident potential. I don't particularly like the two-lane section of ramp, with the slower traffic on the left, but it would give an opportunity to accelerate before merging. The ramp is rising slightly, on a 0.6% grade, which shouldn't be bad.

These haven't been discussed with anyone here and are only intended to give you a starting point in your consideration of the problem and possible solutions.

Call me if you have any questions or need further investigations.

ADO:ja

Attachments

1985 Portland Area Signal Re- 9941
placements @ 22 locations on
various city streets.

C+A 8105 7-10-84

9941

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 06/10/91**

CITY: Portland **AGREEMENT NO.: 8105** **PROJECT NO.: IX-IXG-000C (29)(35)**

CONTRACT NO.: 9.941 **SECTION: Signal Replacement, 22 Locations**

PRELIMINARY ENGINEERING (IX-G-000C(29), EA NO. CC726-1961)

		Participating	Nonparticipating
Total P.E. Cost	$	32,689.08	
Less Federal Funds		-32,689.08	
CITY SHARE	**$**	**0.00**	

CONSTRUCTION (M-9012(2), EA No. C10453)

		Participating		Nonparticipating
Contract Payments	$	615,700.73	$	
Liquidated Damages		-10,350.00		
Interest on Contract Payments				37.42
Engineering by City		64,609.84		
Engineering by State				
Project Manager		12,168.01		64.56
Program Section		15.82		
Materials Testing		3,216.49		
Technical Services		438.73		
Accounting		209.93		
Construction Section		143.70		
Audit		220.68		
Total	$	686,373.93	$	101.98

SS005.pj

Less Federal Funds	$	-680,956.96		
Balance of Cost	$	5,416.97	$	101.98
Total City Share	$	5,518.95		
Less Advance Deposit		-5,800.00		
BALANCE OWED TO CITY	**$**	**281.05**		

SUMMARY OF BALANCE OWED TO CITY

Preliminary Engineering	$	0.00
Construction		281.05
TOTAL BALANCE OWED TO CITY	**$**	**281.05**

SS005.pj

Oregon

DEPARTMENT OF
TRANSPORTATION

June 10, 1991

FILE CODE:

City of Portland
Office of Transportaion Linda Cockrell
1120 SW Fifth, Room 702
Portland Or 97204

RE: Project Name: Signal Replacement, 22 Locations
Federal Aid No.: IX IXG 000C (29) (35)
Pool Account No.: 4690

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $281.05 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Robert E. Warberg, Team Leader
Billings and Revenue

cc: Oregon State Treasurer
Local Government Investment Pool

Transportation Building
Salem, OR 97310

BW/DG/tc/Fed Aid Project Form

731-0146 (12-90)

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 40186

Project No. IX-IXG-000C(35)

Project Portland Area Signal Replacement Project Highway City Streets County Multnomah

Type of Work _____ Length-Rdy. _____ Brs. _____ Total _____

PR-1 Estimate - Date Submitted 11-13-84 Amount (IXG) 1,100,000 (IX) 50,000 Government 1,100,000 42,500 State --- ~~Co.~~ City 7,500 (IX)

PA Estimate - Date Submitted 1-9-85 Amount 770,968 Government 765,025 State — — ~~Co.~~ City 5,943

Rev. PA Estimate - Date Submitted 2-17-89 Amount 688,399 Government 682,973 State — Co. City 5,926

_____ Estimate - Date Submitted _____ Amount _____ Government _____ State _____ Co. City _____

_____ Estimate - Date Submitted _____ Amount _____ Government _____ State _____ Co. City _____

_____ Estimate - Date Submitted _____ Amount _____ Government _____ State _____ Co. City _____

Preliminary Engineering Phase I _____ Phase II _____ Rights of Way _____ Construction _____ Other _____

Project Agreement - Amount 33,668 (N) 731,357 (IX) Date 1-14-85 State Contract No. 9941 P.P.R. Copy 2-21-85

Modified Agreement - Amount 682,473 Date 2-24-89 State Contract No. _____ P.P.R. Copy _____

Modified Agreement - Amount _____ Date _____

Modified Agreement - Amount _____ Date _____

Modified Agreement - Amount _____ Date _____

Modified Agreement - Amount _____ Date _____

Modified Agreement - Amount _____ Date _____

Pro-rata _____ Group 1 _____ Group 2 _____ Group 3 _____ Group 8 _____ Group 9 _____

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 326-1084	Prefix	Prefix	Prefix
Final	1-11-91	0.00	680,956.96	2-12-91				
	Total							

FORM 734-3144 (Rev. 11-78)

9941

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-11-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE (Check Appropriate Block)

		CURRENT BILLING
		OTHER PROGRESS
	X	FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11 28 84
TO 09 25 87

FEDERAL AID PROJECT NO.
IX IXG OOOC (35)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
650,359.48 36,116.43	650,260.84 36,113.09	100.00 85.00	650,260.84 30,696.12	650,260.84 30,696.12	
686,475.91	686,373.93		680,956.96	680,956.96	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE 1/11/91

SIGNATURE OF AUTHORIZED OFFICIAL

Robert E Wanke
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

PORTLAND AREA SIGNAL REPLACEMENT (22 LOCATIONS)
VARIOUS CITY STREET
MULTNOMAH COUNTY

CONSTRUCTION		
TYPE CODE SFTY		
ROADWAY		
FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$32,766.62
TYPE CODE Y031		
TRAFFIC SIGNALS		
FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$582,934.11
TOTAL CONSTRUCTION COST		$615,700.73
CONSTRUCTION ENGINEERING		
STATE	ALL REQUIRED	$16,192.68
LIQUIDATED DAMAGES	LUMP SUM	(10,350.00)
CITY OF PORTLAND	ALL REQUIRED	64,609.84
TOTAL PARTICIPATING ENGINEERING		$70,452.52
MISC. PROJECTG COST		
AUDIT EXPENSE	ALL REQUIRED	220.68
TOTAL PARTICIPATING PROJECT COST		686,373.93
NON-PARTICIPATING PROJECT COST		
CONSTRUCTION ENGINEERING	ALL REQUIRED	$64.56
INTEREST ON FINAL PAYMENTS	ALL REQUIRED	37.42
TOTAL NONPARTICIPATING COST		101.98
TOTAL PROJECT COSTS		$686,475.91

615,700.73

IX IXG 0000C (35)
REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
BANFIELD LIGHT RAIL TRANSIT(D CONT NO	FA PROJ NOS XIGOOOOC032				90 XIG 000C032	10			
	326 1081	270	01	P 1	44,818.38	546,397.91	546,397.91	STATE	
	326 1081	296	00	N 9	54,110.22CR	578,494.53CR	578,494.53CR	85	85
	326 1081	298	00	N 9	54,110.22	578,494.53	578,494.53	85	85
	326 1081	903	00	P 1		19,420.00	19,420.00	85	85
	326 1081	903	01	P 1	9,284.00	12,652.00	12,652.00	85	85
	326 1081	948	00	P 1	15.00	37.16	37.16	85	85
	326 1081	948	00	P 2	1.66	4.12	4.12	85	85
		TOT	P1		54,117.38	578,507.07	578,507.07		
		TOT	P2		1.66	4.12	4.12		
		** JOB TOTALS **			54,119.04 **	578,511.19 **	578,511.19 **		
BANFILL LRT(HOLIDAY-STEEL BR) CONT NO	FA PROJ NOS X10 000C033				100 XIG 000C033	XIGOOOOC033			
	326 1083	270	01	P 1	63.00	375,522.28	375,522.28	STATE	
	326 1083	270	01	P 2	12,420.00	12,420.00	12,420.00	85	85
	326 1083	296	00	N 9	25,513.22CR	427,886.87CR	427,886.87CR	85	85
	326 1083	298	00	N 9	25,513.22	427,886.87	427,886.87	85	85
	326 1083	903	00	P 1		38,717.50	38,717.50	85	85
	326 1083	903	00	P 2	1,281.50	1,281.50	1,281.50	85	85
	326 1083	948	00	P 1	7.77	16.36	16.36	85	85
		TOT	P1		70.77	414,256.14	414,256.14		
		TOT	P2		13,701.50	13,701.50	13,701.50		
		** JOB TOTALS **			13,772.27 **	427,957.64 **	427,957.64 **		
PORT AREA SIG REPLACE 22	CONT NO 9941	FA PROJ NOS XTGOOOOC035			97 XIO 000C035	03			
	326 1084	201	00	P 1	150,414.00	202,817.13	202,817.13	STATE	
	326 1084	204	00	P 1	7,295.08CR	9,836.64CR	9,836.64CR	85	85
	326 1084	204	00	P 2	225.62CR	304.22CR	304.22CR	85	85
	326 1084	295	00	N 9		580.00	580.00	85	85
	326 1084	296	00	N 9	539.43CR	55,742.82CR	55,742.82CR	85	85
	326 1084	298	00	N 9	539.43	55,162.82	55,162.82	85	85
	326 1084	900	00	P 1	10.85	160.52	160.52	85	85
	326 1084	900	00	P 2		2.96	2.96	85	85
	326 1084	903	00	P 1		3,991.16	3,991.16	85	85
	326 1084	903	00	P 2		123.44	123.44	85	85
	326 1084	920	00	P 1	.07CR	15.35	15.35	85	85
	326 1084	920	00	P 2	.01CR	.47	.47	85	85
	326 1084	940	00	P 1	45.59	286.15	286.15	85	85
	326 1084	940	00	P 2	1.41	8.85	8.85	85	85
	326 1084	941	00	P 1	13.25	745.39	745.39	85	85
	326 1084	941	00	P 2	.41	23.05	23.05	85	85
	326 1084	944	00	P 1	.41CR	95.75	95.75	85	85
	326 1084	944	00	P 2		.15	.15	85	85
	326 1084	948	00	P 1	.01CR	9.13	9.13	85	85
	326 1084	948	00	P 2		.28	.28	85	85
		TOT	P1		143,188.09	198,283.94	198,283.94		
		TOT	P2		223.31CR	145.02CR	145.02CR		
		** JOB TOTALS **			142,964.28 **	198,138.92 **	198,138.92 **		

326-1034

JOB COST SUMMARY RUN ON 05-15-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09941

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
C09941	000	010	001	0521			10.09 - account
C09941	000	010	001	0813			120.66 Const
C09941	000	010	001	0821			23.04
OBJ-DETAIL 001							153.79
ACTIVITY 010							153.79 SUBTOTAL
C09941	000	050	548	0966			128.00
OBJ-DETAIL 548							128.00
ACTIVITY 050							128.00 SUBTOTAL - Audit
C09941	000	899	001	0521			5.39
OBJ-DETAIL 001							5.39 - account
C09941	000	899	199	0530			137.70
OBJ-DETAIL 199							137.70 - account
C09941	000	899	302	R			10,140.86
OBJ-DETAIL 302							10,140.86 Contract
C09941	000	899	490	1010			11,000.00
OBJ-DETAIL 490							11,000.00 - AM
C09941	000	899	504	1000			59.22
OBJ-DETAIL 504							59.22 - PM
C09941	000	899	550	8214			42.00
C09941	000	899	550	8215			56.00
OBJ-DETAIL 550							98.00 - PM
C09941	000	899	555	0500			2.37
C09941	000	899	555	0521			16.59
C09941	000	899	555	0531			2.11
OBJ-DETAIL 555							21.07 - account
ACTIVITY 899							21,462.24 SUBTOTAL
C09941	000	900	001	1083			422.31
OBJ-DETAIL 001							422.31
C09941	000	900	194	0530			283.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-15-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09941

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 194							283.80	
ACTIVITY 900								
							706.11	SUBTOTAL - pm
C09941	000	903	408	3011			36.00	
OBJ-DETAIL 408							36.00	
ACTIVITY 903								
							36.00	SUBTOTAL - Tach
C09941	000	940	001	8214			876.05	
C09941	000	940	001	8221			101.00	
OBJ-DETAIL 001							977.05	
C09941	000	940	551	1000			14.00	
C09941	000	940	551	1094			601.00	
C09941	000	940	551	8214			408.00	
C09941	000	940	551	8215			88.00	
C09941	000	940	551	9997			65.00	
OBJ-DETAIL 551							1,176.00	
ACTIVITY 940								
							2,153.05	SUBTOTAL - mat'l
SUB-JOB 000 SUBTOTAL							~~24,639.19~~	
C09941	001	900	470	3011			45.21	
OBJ-DETAIL 470							45.21	
ACTIVITY 900								
							45.21	SUBTOTAL pm N.P
SUB-JOB 001 SUBTOTAL							45.21	
C09941	010	899	349	8052			35.44	
OBJ-DETAIL 349							35.44	
ACTIVITY 899								
							35.44	SUBTOTAL - interest N.P
C09941	010	900	549	7730			16.75	
OBJ-DETAIL 549							16.75	
C09941	010	900	550	7730			2.60	
OBJ-DETAIL 550							2.60	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-15-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09941

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
ACTIVITY 900							
SUB-JOB 010 SUBTOTAL							19.35 SUBTOTAL - PM VP.
C09941 011 OBJ-DETAIL 001	010		001	0521			~~54.79~~
ACTIVITY 010							10.39 10.39
C09941 011 OBJ-DETAIL 001	050		001	0570			10.39 SUBTOTAL - account
C09941 011 OBJ-DETAIL 100	050		100	0500			46.57 46.57
C09941 011 OBJ-DETAIL 102	050		102	0500			22.11 22.11
ACTIVITY 050							24.00 24.00
C09941 011 OBJ-DETAIL 001	899		001	0515			92.68 SUBTOTAL - Audit
C09941 011 OBJ-DETAIL 199	899		199	8052			9.18 9.18 — accounting
C09941 011 OBJ-DETAIL 299	899		299	1000			121.79 121.79 - pm
C09941 011	899		300	0523			198,283.94 *** 198,283.94
C09941 011 OBJ-DETAIL 300	899		300	8052			-22,416.62 402,533.60 380,116.98 - contract
C09941 011 OBJ-DETAIL 302	899		302	R			
C09941 011 OBJ-DETAIL 304	899		304	0523			-9,801.45 -9,801.45 - liquidated damage
C09941 011 OBJ-DETAIL 341	899		341	1010			54,708.57 54,708.57 - city
C09941 011	899		504	0100			12.60

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-15-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09941

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 504							12.60	-pm
ACTIVITY 899							~~623,451.61~~	SUBTOTAL
C09941 011		900	598	7730			-2.60	
OBJ-DETAIL 598							-2.60	
ACTIVITY 900							-2.60	SUBTOTAL-pm
C09941 011		901	001	0521			7.11	
OBJ-DETAIL 001							7.11	-account
C09941 011		901	341	1010			2,485.79	
OBJ-DETAIL 341							2,485.79	-city
ACTIVITY 901							~~2,492.90~~	SUBTOTAL
C09941 011		913	550	7730			3.90	
OBJ-DETAIL 550							3.90	
ACTIVITY 913							3.90	SUBTOTAL tech
C09941 011		914	001	7700			16.63	
OBJ-DETAIL 001							16.63	
ACTIVITY 914							16.63	SUBTOTAL-tech
C09941 011		921	504	0521			286.30	
OBJ-DETAIL 504							286.30	
ACTIVITY 921							~~286.30~~	SUBTOTAL tech
C09941 011		990	001	0521			9.00	
OBJ-DETAIL 001							9.00	
ACTIVITY 990							9.00	SUBTOTAL-account
SUB-JOB 011 SUBTOTAL							~~626,360.81~~	
C09941 020		899	349	8052			1.98	
OBJ-DETAIL 349							1.98	-Interest N.P.

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-15-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09941

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	899						~~1.98~~	SUBTOTAL
SUB-JOB	020	SUBTOTAL					~~1.98~~	
C09941	021	899	299	1000			-435.06	*** p.m.
C09941	021	899	299	2100			290.04	***
OBJ-DETAIL	299						-145.02	
C09941	021	899	300	0523			32,766.62	contract
OBJ-DETAIL	300						32,766.62	
C09941	021	899	304	0523			-548.55	liquid.
OBJ-DETAIL	304						-548.55	
C09941	021	899	341	1010			3,300.88	city
OBJ-DETAIL	341						3,300.88	
ACTIVITY	899						~~35,373.93~~	SUBTOTAL
SUB-JOB	021	SUBTOTAL					35,373.93	
EA	C09941	TOTAL					686,475.91	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

99.41

J

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-116	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 1	2-24-89	Project Number: IX-IXG-000C(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 770,968	$ 668,399
Federal funds	$ 765,025	$ 682,473
Other revisions		

This modification is made for the following reasons: To deobligate appn. code 580 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of FEB , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph R. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX For: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 17, 1989

FEDERAL AID PROJECT NO. IX-IXG-000C(35)

Portland Area Signal Replacement (22 Locations)
Various City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway

Total from previous estimate of January 9, 1987	$	38,703.00

Type Code Y031
Traffic Signals (22 Locations)

Subtotal from previous estimate of January 9, 1985	$	644,368.00
Decrease in Construction Costs		80,096.00
Subtotal	$	564,272.00
Engineering		84,624.00
Total	$	648,896.00

Length of Project ---------- 0.00 mile

Reserve Used

SFO #2	$	800.00

SUMMARY OF FUNDS

Description	Pro-Rata	Sub Job	Total Cost	Federal Funds	State Funds
Roadway	85.00	021	$ 38,703.00	$ 32,897.00	$ 5,806.00
Signals	100.00	011	648,896.00	648,896.00	- - -
Reserve Used	85.00	021	800.00	680.00	120.00
TOTAL			$ 688,399.00	$ 682,473.00	$ 5,926.00

SubJob 010 = 0%; SubJob 011 = 94%; SubJob 020 = 0%; SubJob 021 = 6%
Appn Code: 580
Contract No. 9941
Prefix: C726-1961 (P.E.)
C326-1084

DCN:pk

9941

STATE COPY

TO BE COMPLETED BY FHWA		STATE
1-150	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 1-14-85	Oregon
		COUNTY Multnomah
		PROJECT NO. IX-IXC-000C(38)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland Area Signal Replacement Project

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-20-84	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85/100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 770,968.00	$ 765,025.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon January 9, 1985

Federal Aid Project No. IX-IXG-000C(35)

Portland Area Signal Replacement (22 Locations)
Various City Streets
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway

Mobilization	Lump Sum	5%	Lump Sum	$	400.00
Temporary Protection and Direction of Traffic	Lump Sum	5%	Lump Sum		110.00
Temporary Signs	Sq. Ft.	32	6.50		208.00
Temporary Barricades	Each	4	25.00		100.00
Flaggers	Hour	100	10.00		1,000.00
ROADWORK					
General Excavation (50 C.Y.)	Lump Sum	All	Lump Sum		16,000.00
Class "C" Asphalt Concrete	Ton	20	72.00		1,440.00
8-inch Sewer Pipe	Lin. Ft.	35	21.00		735.00
Extra for Pipe Under Pavement	Lin. Ft.	35	15.00		525.00
Concrete Inlets, Type P	Each	2	460.00		920.00
Concrete Walks	Sq. Yd.	59	21.00		1,239.00
Sidewalk Ramps	Each	65	160.00		10,400.00
Concrete Driveways	Sq. Yd.	8	21.00		168.00
Concrete Curbs	Lin. Ft.	98	7.50		735.00
Move and Reinstall Existing Sign	Lump Sum	All	Lump Sum		120.00
			Subtotal	$	34,100.00
			Engineering		4,603.00
			Total	$	38,703.00

Type Code Y031
Traffic Signals (22 Locations)

Mobilization	Lump Sum	95%	Lump Sum	$ 7,600.00
Temporary Protection and Direction of Traffic	Lump Sum	95%	Lump Sum	2,090.00
Temporary Signs	Sq. Ft.	662	6.50	4,303.00
Temporary Barricades	Each	31	25.00	775.00
Flaggers	Hour	935	10.00	9,350.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	600,000.00
				$ 624,118.00

Anticipated Items

Signal Controller (State)	All Required			$ 11,000.00
Interconnect Testing and Connection (City)	All Required			6,600.00
Signal Turn-on Inspection & Assistance (City)	All Required			2,650.00
				$ 20,250.00
			Subtotal	$ 644,368.00
			Engineering	86,989.00
			Total	$ 731,357.00

Length of Project 0.0 mile

Retain in Reserve

Remove 2 Wood Poles & Luminaires (PGE)	All Required			$ 800.00
			Engineering	108.00
			Total	$ 908.00

SUMMARY OF FUNDS

Description	Pro-rata	Group	Total Cost	Federal Funds	City Funds
Roadway	85.00	2	$ 38,703.00	$ 32,897.00	$ 5,806.00
Signals	100.00	1	731,357.00	731,357.00	----
Subtotal			$ 770,060.00	$ 764,254.00	$ 5,806.00
Reserve			908.00	771.00	137.00
Total			$ 770,968.00	$ 765,025.00	$ 5,943.00

Group 1 97% Group 2 3%
Contract No. 9941
Prefix: 726-1961 PE
326-1084
Appn Code 580
CL:bkb

9941

8

April 14, 1988

CON 5 - #9941

The American Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On May 12, 1987, we notified you that the final payment would be released after May 18, 1987, on Contract No. 9941 with W. R. Grasle Co., for the Portland Area Signal Replacements Project.

Our Accounting office has now notified us that the final payment on that contract was $1,517.48 and the final contract amount was $605,350.73

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: W. R. Grasle Co.
P. O. Box 4123
Portland, OR 97208

Fred S. James & Co. of Oregon
111 S. W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

9-14 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
1-	1	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9/23/87	Larry Heil, Assistant Area Engineer		IX-IXG-000C(35)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7/5/86	4/29/87	116 %	300 C.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND AREA SIGNAL REPLACEMENT
22 LOCATIONS

This project provided for upgrading traffic signals at 22 locations in the City of Portland.

The contract work was awarded to W. R. Grasle, Co. on January 2, 1985. Work started March 11, 1985 and was completed July 5, 1985. Liquidated damages were assessed for the time overrun of 46 days. Final project cost underran the original authorization of $770,968 by 16%. After award and prior to beginning work, six of the twenty two upgradings were re-designed reducing their cost by $32,098. This, coupled with an underrun in construction engineering and the liquidated damages for the time overrun, account for the 16% underrun. There were no contract claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-24-87	TITLE District Engineer A	DATE 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9941

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9941

TO: Commission Services

DATE: April 29, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9941 , On Site Work Substantially Completed July 5, 1986
All Work Completed	March 3, 1987
Project	Portland Area Signal Replacement
Highway	22 Locations
County	Multnomah
Type of Work	Traffic Signal Installation
Contractor	W. R. Grasle Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-12-87 - Surety letter written.

On May report

RECEIVED
MAY 5 1987
COMMISSION SEPVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9941

N

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: March 6, 1987

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9941

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-IXG-000C(35)

Contract 9941 , Work Completed July 5, 1986

Project Portland Area Signal Replacement

Highway Various Locations (22)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Feb 13 1987

John T. O'Brien LMH
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 12'87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
MAR 09 1987
OREGON DIVISION

734-2023 (2-85)

9741

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name: Portland Area Signal Replacements -- 22 Locations				Contract No. C09941
Highway: City Streets			County: Multnomah	Prefix No. ---
Contract Time Elapsed: 116%	Contract Work Completed: 100%	Contract Work Quality: Satisfactory	Contract Work Progress: Unsatisfactory	F.A. Project No. IX-IXG-000C(35)
Inspection date: 12 February 1987		By: Bill Kappus, FHWA Area Engineer		
In company with: Don Burdett, City of Portland Project Manager; Mike Smith, OSHD Liaison				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Work on this project consisted of upgrading of signal installation at 22 locations.

Contractor's request for 60-day time extension due to changes at six intersections was denied.

All work on project was done in conformance with the plans and specifications.

No additional claims are anticipated from the contractor.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 02 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

N/A	Date opened to traffic or in operation
7/5/86	Date of Second Notification
12/11/86	Date Contractor's notice for semi-final inspection received
7/5/86	Date Contractor removed equipment, plant, etc.
7/25/86	Estimated submittal date of semi-final estimate
2/12/87	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Liaison Consultant

Form 734-1384 (Rev. 9/78)

SP*70731-734

9941

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: JULY 5, 1986

PROJECT NAME (SECTION)	PORTLAND AREA SIGNAL REPLACEMENTS
CONTRACT NO.	9941
HIGHWAY	22 LOCATIONS
COUNTY	MULTNOMAH
F.A. PROJECT NO.	IX-IXG-000C(35)
CONTRACTOR	W.R. GRASLE CO.
KIND OF WORK	TRAFFIC SIGNAL INSTALLATIONS
DATE OF AWARD	JAN. 2, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 770,969.18
ESTIMATED PROJECT COST	$ 700,000.00
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	9 %

ENGINEERING

AUTHORIZATION	$ 61,134.12
COST THIS WEEK	$ 221.00
TOTAL TO DATE	$ 52,700.00
PERCENT OF AUTHORIZATION	86 %

FIRST NOTIFICATION DATE	MARCH 11, 1985
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	JULY 5, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	JULY 25, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
300 CD	11-11-85		346	346	

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 1 WORKERS: 4

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

PAINTED POLES & SIGNAL HARDWARE AT 14 INTERSECTIONS WHICH COMPLETES THE PROJECT.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

PROJECT MANAGER (SIGN): Dan Burdette

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9941 (ORIGINAL) C726.76

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-24-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

	STATE VOUCHER NO.
	FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* TREASURER OF THE STATE OF OREGON	PAID BY
ADDRESS CAPITOL BUILDING SALEM, OREGON 97310	*(For use of Paying Office)*

STATE OREGON		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 3-30-84	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 11-27-84	☒ FINAL VOUCHER (*)	IX-G-000C(29)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$32,689.08	$32,689.08	100%	$32,689.08	$32,689.08	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	4-24-86	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PORTLAND SIGNAL REPLACEMENT PROJECT AT 22 INTERSECTIONS					
	VARIOUS CITY STREETS					
	MULTNOMAH COUNTY					
	Preliminary Engineering					
	Type Code PE					
	State	All Required			$ 4,353.91	
	Work by City of Portland	All Required			27,898.56	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$32,252.47**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 436.61	
	TOTAL PARTICIPATING PROJECT COST				**$32,689.08**	
	Prepared based on Participating Cost as shown on the Federal Billing as of May 2, 1986.					

AMOUNT CARRIED FORWARD . . . .

GPO 944 891

FEDERAL APPROPRIATION: 177

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XI -9966-010									
**********									
F04005									
C10190 -001	418.61	.00	.00						
C10190 -010	6,206.98	.00	.00						
C10190 -011	2,189,948.36	1,758,287.48	2,179,091.30						
AGREEMENT TOTALS	2,239,377.95	1,805,078.67	2,237,998.14	85.00	2,230,137.00	1,902,298.42		.00	97,219.75
FED PROJ TOTALS	2,239,377.95	1,805,078.67	2,237,998.14		2,230,137.00	1,902,298.42		.00	97,219.75
FEDERAL PROJECT: XIG -000C-019									
**********									
F03972									
C10164 -000	1,439.42	2,757.91	1,439.42						
C10164 -011	867,378.08	866,059.59	867,378.08						
AGREEMENT TOTALS	868,817.50	868,817.50	868,817.50	100.00	1,147,025.00	868,817.50		.00	.00
F04430									
C7261921-041	84,406.84	84,406.84	84,406.84						
AGREEMENT TOTALS	84,406.84	84,406.84	84,406.84	100.00	303,700.00	84,406.84		.00	.00
FED PROJ TOTALS	953,224.34	953,224.34	953,224.34		1,450,725.00	953,224.34		.00	.00
FEDERAL PROJECT: XIG -000C-029									
**********									
F03601									
C7261961-000	1,436.42	60.65	1,436.42						
C7261961-011	31,252.66	32,628.43	31,252.66						
AGREEMENT TOTALS	32,689.08	32,689.08	32,689.08	100.00	32,689.08	32,689.08		.00	.00
FED PROJ TOTALS	32,689.08	32,689.08	32,689.08		32,689.08	32,689.08		.00	.00
FEDERAL PROJECT: XIG -000C-032									
**********									
F02308									
C3261081-000	8.80	.00	8.80						
C3261081-021	116,809.39	110,272.00	116,809.39						

REPORT NO: FMBL003-I
SEQ. FEDERAL APPROPRIATION, FEDERAL PROJECT, AGREEMENT, EA-SUBJOB

FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 177

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X1G -000C-019									
F03972									
AGREEMENT TOTALS	51,302.88	51,302.88	51,302.88	100.00	1,147,026.00	51,302.88	.00		.00
FED PROJ TOTALS	51,302.88	51,302.88	51,302.88		1,147,026.00	51,302.88	.00		.00
FEDERAL PROJECT: X1G -000C-029									
F03601									
C7261961-000	1,436.42	60.65	1,436.42						
C7261961-011	31,252.66	32,628.43	31,252.66						
AGREEMENT TOTALS	32,689.08	32,689.08	32,689.08	100.00	32,689.08	32,689.08	.00		.00
FED PROJ TOTALS	32,689.08	32,689.08	32,689.08		32,689.08	32,689.08	.00		.00
FEDERAL PROJECT: X1G -000C-032									
F02308									
C3261081-000	8.80	.00	8.80						
C3261081-021	116,809.39	110,272.00	116,809.39						
AGREEMENT TOTALS	116,818.19	110,272.00	116,818.19	100.00	110,272.00	116,818.19	6,546.19	B	.00
FED PROJ TOTALS	116,818.19	110,272.00	116,818.19		110,272.00	116,818.19	6,546.19	B	.00
FEDERAL PROJECT: X1G -000C-033									
F02310									
C3261083-021	35,227.03	35,227.03	35,227.03						
AGREEMENT TOTALS	35,227.03	35,227.03	35,227.03	100.00	110,089.00	35,227.03	.00		.00
FED PROJ TOTALS	35,227.03	35,227.03	35,227.03		110,089.00	35,227.03	.00		.00
FEDERAL PROJECT: X1G -2702-018									
F00751									
C0261960-000	2,228.90	2,203.95	2,228.90						
C0261960-011	21.03	45.98	21.03						
AGREEMENT TOTALS	2,249.93	2,249.93	2,249.93	100.00	40,000.00	2,249.93	.00		.00

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
SE DIVISION & KELLY STS	CONT NO	* FA PROJ NOS HES 9800002 100							STATE
	726	1959	296	00	N 9		733.11CR	736.67CR	
	726	1959	298	00	N 9		733.11	736.67	
	726	1959	901	00	P 1		28.83	28.83	
	726	1959	905	00	P 1		126.32	126.32	
	726	1959	911	00	P 1		46.20	46.20	
	726	1959	913	00	P 1		23.99	23.99	
	726	1959	914	00	P 1		56.21	56.21	
	726	1959	915	00	P 1	19.90	19.90	19.90	
	726	1959	918	00	P 1			3.95	
	726	1959	921	00	P 1		533.02	533.02	
			TOT		P1	19.90	834.47	838.42	
			** JOB TOTALS **			19.90 **	834.47 **	838.42 **	
SE DIVISION @ CLEVELAND	CONT NO	FA PROJ NOS HES 9800003 100							STATE
	726	1960	296	00	N 9		567.67CR	572.43CR	
	726	1960	298	00	N 9		567.67	572.43	
	726	1960	901	00	P 1	.55CR	122.19	122.19	
	726	1960	905	00	P 1	.09CR	22.90	22.90	
	726	1960	909	00	P 1	.02CR	4.60	4.60	
	726	1960	913	00	P 1	.05CR	22.63	22.63	
	726	1960	918	00	P 1			5.29	
	726	1960	936	00	P 1	1.90CR	420.99	420.99	
	726	1960	938	00	P 1	.16CR	34.66	34.66	
			TOT		P1	2.77CR	627.97	633.26	
			** JOB TOTALS **			2.77CR**	627.97 **	633.26 **	
PORTLAND SIGNAL REPLACE	CONT NO	* FA PROJ NOS XIG 000C029 100							STATE
	726	1961	205	00	P 1		1,404.42CR	1,404.42CR	
	726	1961	296	00	N 9	9.45CR	30,325.01CR	31,344.68CR	
	726	1961	298	00	N 9	9.45	30,325.01	31,344.68	
	726	1961	901	00	P 1		66.19	75.56	
	726	1961	903	00	P 1		27,068.69	28,088.36	
	726	1961	905	00	P 1		320.78	320.78	
	726	1961	911	00	P 1		1,318.21	1,318.21	
	726	1961	913	00	P 1		112.88	112.88	
	726	1961	918	00	P 1		6.48	6.48	
	726	1961	920	00	P 1		83.15	83.15	
	726	1961	921	00	P 1		2,398.22	2,398.22	
	726	1961	922	00	P 1		24.56	24.56	
	726	1961	932	00	P 1		282.26	282.26	
	726	1961	950	00	P 1		38.64	38.64	
			TOT		P1		30,315.64	31,344.68	
			** JOB TOTALS **			**	30,315.64 **	31,344.68 **	
5 NEW TRAFFIC SIGNALS-CBD	CONT NO	FA PROJ NOS XIG0000C030 100							STATE
	726	1962	296	00	N 9	9.45CR	14,064.17CR	14,064.17CR	

1/27/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C7261961	000	050	548	0966	
C7261961	000	050	548	0966	
C7261961	000	050	548		
C7261961	000	050			
C7261961	000				
C7261961	011		341	1052	
C7261961	011		341	1052	
C7261961	011		341		
C7261961	011				
C7261961	011	050	001	0500	
C7261961	011	050	001	0500	
C7261961	011	050	001		
C7261961	011	050	100	0500	
C7261961	011	050	100	0500	
C7261961	011	050	100		
C7261961	011	050	102	0500	
C7261961	011	050	102	0500	
C7261961	011	050	102		
C7261961	011	050			
C7261961	011	913	550	7730	
C7261961	011	913	550	7730	
C7261961	011	913	550		
C7261961	011	913			
C7261961	011	921	504	0521	
C7261961	011	921	504	0521	
C7261961	011	921	504		
C7261961	011	921			
C7261961	011				

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	0966		.00	32.00
	0966		.00	32.00
			.00	32.00
			.00	32.00
			.00	32.00
	1052		.00	189.80-
	1052		.00	189.80-
			.00	189.80-
			.00	189.80-
	0500		.00	354.59
	0500		.00	354.59
			.00	354.59
	0500		.00	19.63
	0500		.00	19.63
			.00	19.63
	0500		.00	30.39
	0500		.00	30.39
			.00	30.39
			.00	404.61
	7730		.00	3.90-
	7730		.00	3.90-
			.00	3.90-
			.00	3.90-
	0521		.00	286.30-
	0521		.00	286.30-
			.00	286.30-
			.00	286.30-
			.00	75.39-

1/07/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C7261961					

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	43.39-
			.00	257,123.12

994.1 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-IXG-000C(35)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40186

2A. COUNTY NAME: Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
DEC 19 '85
REFER TO
Potter
PDK

7. DATE AUTHORIZATION EFFECTIVE: June 21, 1985

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Portland Area Signal Replacement Project

11. GENERAL DESCRIPTION OF WORK

Program two PROM signal controlled modules

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN ~~AGREED PRICE~~/FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-21-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $500;
Federal Funds $425.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/18/85	R. K. Hammer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9941

October 30, 1985

CON 5

W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

Re: Time Extension Request
Portland Area Signal Replacements
Contract No. 9941
FAP No. IX-IXG-000C(35)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 60 calendar days of contract time due to the changes made at six intersections. No data was submitted to verify the claimed delay.

A review of the project records indicates that the revisions made to the six intersections did not delay project completion. We note that the rate of progress on the contract work has been very slow. This slow rate of progress appears to be totally within your control. Your request is therefore denied.

The contract time of completion for this project remains as 300 days. If you have not already done so, please respond to Project Manager Don Burdette's letter of September 23, 1985 concerning the rate of progress on this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Don Burdette w/att.

TE/222

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: October 15, 1985

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: CONTRACTOR'S REQUEST FOR TIME EXTENSION
PORTLAND AREA SIGNAL REPLACEMENTS AT 22 LOCATIONS
CONTRACT 9941

CE ___ CAE ___ COE ___ OM ___ OE ___ CA ___ CAM ___ EEO ___

RECEIVED
OCT 17 1985
CONSTRUCTION SECTION

LS ___ TC ___ SA ___ CC ___ FE ___ CP ___ POC ___ QCS ___ FILE ___

I have reviewed the contractor's request and the project manager's recommendations. In reviewing the project file I was able to put together the attached sequence of events. It appears that the contractor was aware on 11 January 1985 that there would be a revision prior to the beginning of the calendar day count on 16 January 1985. All revision drawings and material lists were received approved and returned to contractor by 25 January 1985. The contractor did not begin work on the contract until 11 March 1985, a lapse of 54 days from 16 January 1985 when the calendar day count began. During this 54 days work could have progressed on the other 16 locations that were not affected by the revision. Coupled with the fact that the contractor's rate of progress on the project has been slow, as indicated in letter to contractor dated 23 September 1985, I would concur with the project manager in denying the contractor's request for additional time.

10-30-85
W. E. Schwartz —
I concur with the Region and Project Manager that this request be denied.

D. B. Jackmond

Attachment

MBS/cp

cc: Bryant Jackmond - with original attachments.
The early revisions to the contract were handled by the Project Manager in such a manner so as not to cause any delay in the contract. I agree with Mike Smith and Don Burdette that we should deny this request.
Marion Craft
10-16-85

1-129-1387

9941

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-IXG-000C(35)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40186

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4-4-85

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Portland Area Signal Replacement Project

11. GENERAL DESCRIPTION OF WORK

Remove 2 existing utility poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4-4-85 as requested in Mr. Fredrickson's letter of 7-16-85 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No.2 representing work to be performed by PG&E forces is approved for a TEC of $800; Federal Funds $680.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

Info	Invest	R/W	D/R	Traf	Ty	Eng

14. DATE: 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Brosnan

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9941

ORDER FOR FORCE WORK

P

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY OSHD Traffic Signal Services Unit (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9941

PROJECT NAME Portland Area Signal Replacements DATE 06/11 19 85

HIGHWAY 22 Locations FAP No. IX-IXG-000C(35)

COUNTY Multnomah PREFIX 326-1084 FUNCTION 270-~~06~~ 03

DESCRIPTION OF WORK TO BE DONE:

Program prom modules for 2 model 170 controllers in type 332 cabinets with state ~~owed~~ OWNED W-4-OR program.

LOCATION BY STATION NUMBERS:

N. Lombard St. at Oswego Ave.
N. Lombard St. at Ida Ave.

ESTIMATE OF QUANTITIES & COSTS:

2 at $250.00 ea. = $500.00

Effective Date of authorization for work 6/21/85

EXPLANATION:

Specifications require that City of Portland furnish the programs for these two intersections.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 770,969.18

Present estimate of costs including work under this Force Order . . . . . $ 770,969.18

Estimated Overrun / Underrun Amount . . . . . $

Estimated Overrun / Underrun Percent

SUBMITTED BY: Don Burdette

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: JUN 21 Construction or Traffic Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1185 (Rev. 1-79)

T 689

SP*70890-734

17411

ORDER FOR FORCE WORK

ORDER No. 2

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Portland General Electric (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9941

PROJECT NAME Portland Area Signal REplacements DATE March 21, 1985

HIGHWAY 22 Locations FAP No. IX-IXG-000C (35)

COUNTY Multnomah PREFIX 326-1084 FUNCTION 285-02

DESCRIPTION OF WORK TO BE DONE:

Remove 2 existing utility poles.

LOCATION BY STATION NUMBERS:

N. Lombard St. at N. Buchanan AVe.

ESTIMATE OF QUANTITIES & COSTS:

Labor, equipment and materials $800.00

Effective date of authorization for work 4-4-85

EXPLANATION:

Anticipated item; has FHWA approval.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 770,969.18

Present estimate of costs including work under this Force Order . . . . . $ 770,969.18

Estimated Overrun / Underrun Amount . . . . . $

Estimated Overrun / Underrun Percent

SUBMITTED BY: Jon Burdette

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Marvin Cass
Region Engineer

APPROVED: A. Q. Nimmit 4-4-85
Construction or Traffic Engineer

T-657

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

January 24, 1985

CON 5

W. R. Grasle Company
437 N. W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

#9941

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9941 for Portland Area Signal Replacements at 22 locations on various city streets in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Fred S. James and Co. of Oregon
111 S. W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith
L. E. George

W. R. GRASLE CO.

ELECTRICAL CONTRACTORS & ENGINEERS

December 21, 1984

Office of Division Services
Room 121 Transportation Building
Salem, Oregon 97310

Re: Portland Area Signal Replacement
22 Locations - Multnomah County

Attention: Mr. Robert W. Gormsen

Gentlemen:

As directed in the bid instructions for the above referenced project, we hereby identify our subcontractors to satisfy the minority business requirements for this project.

SUBCONTRACTORS:

Wog-E Construction Co. (DBE)
1637 N.E. Killingsworth
Portland, Oregon 97211

Bid Items: 1, 6, 7, 8, 9, 10, 11, 12, 13, 14 & 15

Value: $32,866.00

The Lady's Construction Co. (WBE)
P. O. Box H
West Linn, Oregon 97068

Bid Items: 3 & 4
Value: $5,004.00

Mayco Enterprises, Inc. (WBE)
P. O. Box 1648
Vancouver, Washington 98668

Bid Item: 16

Value: $5,900.00

The above firms are listed in the Oregon Department of Transportation Certified DBE/MBE/WBE Directory.

Please forward to us your confirmation on the acceptance of these firms.

cc Kay Turner

RECEIVED
DEC 24 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Very truly yours,

W. R. GRASLE CO.

C R Liggett

C. R. Liggett

CRL:d

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771

9941

December 21, 1984

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural
Engineering
Room 802, 1120 S.W. Fifth Ave.
Portland, OR 97204-1971

Dear Mr. Schmidt:

On December 20, 1984, we received a satisfactory bid from W.R. Grasle Company of Portland, for the Portland Area Signal Replacement (22 locations) project.

The traffic signal portion of the project will be financed with 100 percent federal (FAI-X) funds, however, the roadwork portion is not eligible for 100 percent federal funding and requires the normal 15 percent match from City.

The City share and advance deposit based on the low bid is as follows:

	IX-G (100%)	IX (85%)
Contractors Bid	$ 624,118.00	$ 34,100.00
Anticipated Additional Items:		
Signal Controller Testing	11,000.00	--
Interconnect Testing & Connection	6,600.00	--
Signal Turn-On Inspection & Assistance	2,650.00	--
Remove Wood Poles & Luminaires	800.00	
SUBTOTAL	$ 645,168.00	$ 34,100.00
Contingencies (4-1/2%)	29,032.56	1,534.50
Engineering (9%)	58,065.12	3,069.00
TOTAL CONSTRUCTION COST	$ 732,265.68	$ 38,703.50

City Share Const. Cost:
15% of $38,703.50 = $5,805.52
CITY CONSTRUCTION DEPOSIT: $5,800 (Rounded)

Please submit your $5,800 deposit using one of the three options for payment described in the attachments.

2-21-85
deposit in LGIP
E

Very Truly Yours,

Gary A. Potter, Manager
Program Section

GEZ:me
Attachments
bcc: w/AD #84-149: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-149 when deposit is made.

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 28, 1984

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening December 1984

Federal-aid Project No. IX-IXG-000C(35) Highway No. 726

Federal-aid Project Name 22 Replacement Traffic Signals (Portland)

County Multnomah

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[X] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[ ] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH: jh

cc: J. H. Versteeg
Joe Gaither
Don Aman

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
NOV 28 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

9941

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

11-20-84

Highway # 726

County Multnomah

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IXG-000C(29) Prefix 726-1961

Project Name 22 Replacement Traffic Signals (Portland)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 20th day of Nov., 1984

City of

City Traffic Engineer

Certified By:

Regional Right-of-Way Supervisor

Date 11/28/84

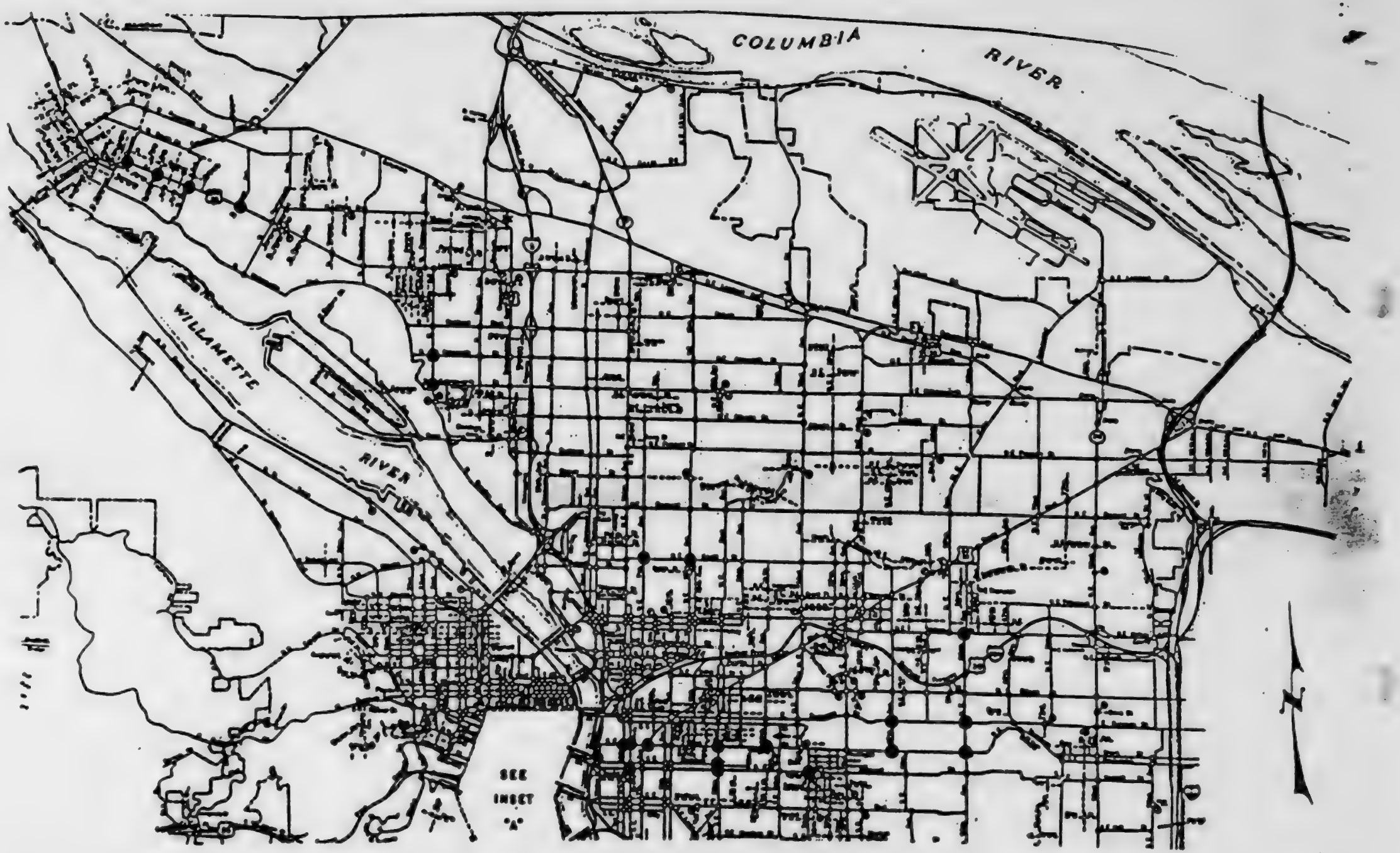
Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

PROJECT DESCRIPTION

This project is part of a continuing capital program for updating obsolete signal equipment that has been in continuous use for 25 to 30 years. Because of the age of this equipment it is difficult to obtain parts, the amount of maintenance required is extensive, and the downtime of these signals is therefore high. Adding to the problems with the old equipment are the new design standards put together by the federal government in the Manual on Uniform Traffic Control Devices. Most of the signals installed 25 to 30 years ago do not meet these new standards. Replacing the existing signal equipment will allow the City to bring these 22 intersections into conformity with the requirements in the MUTCD, and improve operations and safety at these signalized intersections.

Each of the following locations has been checked to verify that they meet warrants for a signalized intersection.

		FAU Number
1.	N. Lombard & Oswego	9966
2.	N. Lombard & Buchanan	9966
3.	N. Lombard & Ida	9966
4.	N. Lombard & Wall	9966
5.	N. Greeley & Ainsworth	9945
6.	N. Greeley & Killingsworth	9945
7.	N.E. Knott & 7th	9908
8.	N.E. FKnott & 15th	9908
9.	N.E. FHalsey & 60th	9858
10.	E. burnside & 47th	9822
11.	E. Burnside & 60th	9822
12.	S.E. Union & Stark	9810
13.	S.E. grand & Stark	9810
14.	S.E. Stark & 8th	9810
15.	S.E. Stark & 20th	9810
16.	S.E. Stark & 28th	9810
17.	S.E. Stark & 47th	9810
18.	S.E. Stark & 60th	9810
19.	S.E. Morrison & 20th	9808
20.	S.E. Grand & Belmont	9809
21.	S.E. Belmont & 20th	9808
22.	S.E. Belmont & 34th	9808



PROPOSED F. A. URBAN SYSTEM PROJECT
TRAFFIC SIGNAL REPLACEMENT

Portland Area Signal Replacements

Section 22 Locations — Program[illegible]ng Estimate $ _____

9941 Highway various streets 11-19-84 — Project Length —

County MULTNOMAH — Completion Time 300 CD

Kind of Work Traffic Signal Installation — Est. Comp. Date Nov. 10, '85

Prefix 726-1961 — Letting Date Dec. 20, '84 — Project No. IX-IXG-000C(35,

Recv'd 11/14/84 @ 1145AM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 963,533.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
(State) Signal Controller Testing	11,000	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
(City) Interconnect Testing and Connection	6,600	
(City) Signal Turn-On Inspection and Assistance	2,650	
_____		
_____		
_____		
Adjust Utilities: (PGE) Remove 2 wood poles and luminaires	800	
_____		
	Subtotal	$ 21,050.00

Subtotal	$ 984,583.00
Contingencies (4-1/2%)	44,306.24
Engineering (8, (9,) 10%)	88,612.47
~~Subtotal~~	$
Credit for _____	
Estimated Net Authorization, Construction	$ 1,117,501.71

APPROVED cc: Wayne Schulte

11-19-84
Wayne Schulte will tell City to increase funding authority in TIP. G

_____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
Portland Area Signal Replacements (22 Locations)	MULT.	1	1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Traffic Signal Installation		—	11-6-84	Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	20,500-
2	Temporary Protection and Direction of Traffic		All	All	-	15,000-
3	Temporary Signs		Sq. Ft.	694	6-	4,164-
4	Temporary Barricades		Each	35	70-	2,450-
5	Flaggers		Hour	1,035	17-	17,595-
	ROADWORK					
6	General Excavation (50 C.Y.)		All	All	-	500-
7	Class "C" Asphalt Concrete		Ton	20	50-	1,000-
8	8-inch Sewer Pipe		Lin. Ft.	35	27-	945-
9	Extra for Pipe Under Pavement		Lin. Ft.	35	20-	700-
10	Concrete Inlets, Type P	1X	Each	2	500-	1,000-
11	Concrete Walks		Sq. Yd.	59	15-	885-
12	Sidewalk Ramps		Each	65	350-	22,750-
13	Concrete Driveways		Sq. Yd.	8	20-	160-
14	Concrete Curbs		Lin. Ft.	98	8-	784-
15	Move and Reinstall Existing Sign		All	All	-	100-
						28,824
	TRAFFIC SIGNALS					
16	Traffic Signal Installation, Complete		All	All	-	875,000-

Date: November 13, 1984 PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40186
Project No. IX-IXG-000C(35)
Portland Area Signal Replacement Project
Portland City Streets
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on December 20, 1984.

Concept approved on March 20, 1984 by letter to you from the Director of the Oregon Department of Transportation.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Gary Zehner w/att.
General Files

Budget Bureau No. 41-R2057; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 13, 1984

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
of Portland, N, NE & SE Areas	ADT	----	----	----	10	Oregon	41	580	40186

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ls								IX-IXG-	000C	(35)		

Interstate Transfer Grants-Highway

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: Various — STATE: City Sts. — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW		"Portland Area Signal Replacement Project"						
NST (CODE) PICS		IXG		1,100,000	1,100,000	----	----	
31	(12)	IX	0.00	50,000	42,500		7,500	
TY	(12)							
		DRH PROJECT TOTALS	0.00	1,150,000	1,142,500	----	7,500	

OVAL DATES
10-1-83
10-1-84

REMARKS
Additional Data: Item No. 40186; Project No. IXG-000C(29).

-over

USCOMM DUSC0444-DC 46903-P61

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

U.S. DE BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 13, 1984

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 — 66: City of Portland, N, NE & SE Areas	ADT	PRESENT ----	FUTURE ---- (69)(70)	YEAR ---- (71)(72)	REGION 10	STATE NAME Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 — 62: Traffic Signals	NATL. FOREST (63)(69)	F.A. ROUTE NO. (70)(75)	SUPV ADCY (76)(77)	DA CLASIF. (78)	DA AREA (79)(80)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 — 28: IX-IXG-	NUMBER 7: 000C (3
CARD 4	CLASS OF FEDERAL FUNDS: Interstate Transfer Grants-Highway						COUNTY NAME: Multnomah		CODE 051 (14)(16)	
	NAME OF URBAN AREA 17-31: Portland						ROUTE NO. U	FEDERAL-AID: Various (32)	STATE: City Sts. (36)(37)	U.S. --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54)(58)	(59)(66)	(67)(73)		
5					PE							
5					ROW							
5					CONST (CODE)		"Portland Area Signal Replacement Project"					
					TOPICS	(12)	IXG					
					Y031	(12)	IX	0.00	1,100,000 50,000	1,100,000 42,500	----	---- 7,500
					SFTY	(12)						
							PROJECT TOTALS	0.00	1,150,000	1,142,500	----	7,500

CARD 1	CODE 1	PREPARED BY	
1	14	DRH	(16)(23)(24)(33)

PROGRAM APPROVAL DATES

10-1-83
10-1-84

REMARKS

Additional Data: Item No. 40186; P
No. IXG-000C(29).

Key #02364

US

Portland Area Signal Replacement Project

Remarks continued --

Project Data: Work under this project consists of 1) install upgraded traffic signals complete at 22 locations (see below); 2) remove existing traffic signals; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Traffic Signal Replacement Location	FAU No.
1. N. Lombard & Oswego	9966
2. N. Lombard & Buchanan	9966
3. N. Lombard & Ida	9966
4. N. Lombard & Wall	9966
5. N. Greeley & Ainsworth	9945
6. N. Greeley & Killingsworth	9945
7. N.E. Knott & 7th	9908
8. N.E. Knott & 15th	9908
9. N.E. Halsey & 60th	9858
10. E. Burnside & 47th	9822
11. E. Burnside & 60th	9822
12. S.E. Union & Stark	9810
13. S.E. Grand & Stark	9810
14. S.E. Stark & 8th (Sandy)	9810
15. S.E. Stark & 20th	9810
16. S.E. Stark & 28th	9810
17. S.E. Stark & 47th	9810
18. S.E. Stark & 60th	9810
19. S.E. Morrison & 20th	9808
20. S.E. Grand & Belmont	9809
21. S.E. Belmont & 20th	9808
22. S.E. Belmont & 34th	9808

Maintenance and Accommodation of Utilities: a State-City Agreement No. 8105 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 6-29-84.

Data for FHWA 37's:	Code	Cost
	SFTY	$ 50,000
	Y031	1,100,000

Notes: 1) This project is in Congre
No. 3.
2) Included in MSD FY '84 A
Resolution 84-443, Page 8
concept program, Page 18
3) On-the-job trainees, as s
FHPM 6-4-1-2, on this pr
determined at PS&E stage
stipulated in the PS&E d

nal Replacement Project

--

rk under this project consists of 1) install upgraded traffic
at 22 locations (see below); 2) remove existing traffic signals;
es as required; and 4) incidentals common to this type of project.

placement Location	FAU No.
Oswego	9966
Buchanan	9966
Ida	9966
Wall	9966
Ainsworth	9945
Killingsworth	9945
7th	9908
15th	9908
& 60th	9858
& 47th	9822
& 60th	9822
Stark	9810
Stark	9810
8th (Sandy)	9810
20th	9810
28th	9810
47th	9810
60th	9810
n & 20th	9808
Belmont	9809
& 20th	9808
& 34th	9808

Accommodation of Utilities: a State-City Agreement No. 8105
ction 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1
s executed 6-29-84.

s:	Code	Cost
	SFTY	$ 50,000
	Y031	1,100,000

Notes: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '84 AE/TIP by Resolution 84-443, Page 8, #39 and concept program, Page 18, #7.
3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

9141

Jra 7-6-1
Ptld.

July 10, 1984

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 8105

Gentlemen or Ladies:

Attached for your files are two fully executed copies of each of the following agreements:

Replacement of existing signal equipment at 22 intersections.

Construction of the NE 13th and Gertz Connector.

Installation of traffic signal equipment at five intersections within the Central Business District.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (agree. att.)

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: H. S. Coulter
State Highway Engineer

DATE: February 29, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project is part of a continuing program for updating obsolete signal equipment to meet the design standards in the Manual on Uniform Traffic Control Devices. This project will replace existing signal equipment at 22 intersections thereby enhancing the operations and safety at the intersections while reducing maintenance costs and downtime. City will perform the major preliminary and construction engineering functions. State will prepare contract documents, advertise and award contracts, and monitor the engineering. Funding will be with Interstate Transfer funds at 85 percent with City providing the 15 percent match. The 22 intersections are listed on the attachment. In Summary:

JURISDICTION	SECTION	TOTAL EST. COST	FEDERAL FUNDS	CITY SHARE
Portland	Signal Replacement 22 Intersections	$894,100	$759,985	$134,115

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 3/1/84

GEZ:pf
Attachment

orig document
cy Potter
acctg
file
3-2

On Mar rep

RECEIVED
STATE HWY ENGR
MAR 1 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1307

1984 - 85

Traffic Signal Replacements

		FAU Number
1.	N. Lombard & Oswego	9966
2.	N. Lombard & Buchanan	9966
3.	N. Lombard & Ida	9966
4.	N. Lombard & Wall	9966
5.	N. Greeley & Ainsworth	9945
6.	N. Greeley & Killingsworth	9945
7.	N.E. Knott & 7th	9908
8.	N.E. Knott & 15th	9908
9.	N.E. Halsey & 60th	9858
10.	E. Burnside & 47th	9822
11.	E. Burnside & 60th	9822
12.	S.E. Union & Stark	9810
13.	S.E. Grand & Stark	9810
14.	S.E. Stark & 8th	9810
15.	S.E. Stark & 20th	9810
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17.	S.E. Stark & 47th	9810
18.	S.E. Stark & 60th	9810
19.	S.E. Morrison & 20th	9808
20.	S.E. Grand & Belmont	9809
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1984 - 85

Traffic Signal Replacements

		FAU Number
1.	N. Lombard & Oswego	9966
2.	N. Lombard & Buchanan	9966
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4.	N. Lombard & Wall	9966
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6.	N. Greeley & Killingsworth	9945
7.	N.E. Knott & 7th	9908
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9.	N.E. Halsey & 60th	9858
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17.	S.E. Stark & 47th	9810
18.	S.E. Stark & 60th	9810
19.	S.E. Morrison & 20th	9808
20.	S.E. Grand & Belmont	9809
21.	S.E. Belmont & 20th	9808
22.	S.E. Belmont & 34th	9808

9711

Jia 7-6-1
Pkld.

DATE: April 10, 1984 PRO-CON 21

TO: Governor Victor Atiyeh
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds. The projects in the Portland urbanized area submitted during the months of January 1984 through March 1984 are:

1) N. Lombard St./Marine Drive Connection Sec.
2) Signal Replacement at 22 Intersections

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

JLG:pf

bcc: H. S. Coulter
R. N. Bothman
Gary A. Potter
J. L. Gaither
E. L. Hardt
D. O. Christensen

9721

TRA 7-6-1
4 attached

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IXG-000C(29)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

3-30-84

4. PROGRAM NO.:

5. ITEM NO.: 40186

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/30/84

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: Various City Streets

10. GENERAL LOCATION:

Portland Signal Replacement Project at 22 Intersections

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ xx PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $33,000 Federal Funds
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 3/27/84.

RECEIVED
STATE HWY ENGR
APR 5 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig. to
4/5

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/30/84	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9944

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
3-27-84 ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
City of Portland, N, NE & SE Areas "Signal Replacement @ 22 Intersections (Portland)"	177	40186	IXG-000C(29)	Various	Streets

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

County Multnomah Code 051 Imp. Code 12 Mt. Hood Transfer

A-95 Review:

State Cl. Ho..... Exempt X Date Approved

Dist. 2 Cl. Ho. ..... Exempt ___ Date Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '84 AE/TIP by Resolution 84-443, page 8, #39, and concept program, page 18, #7.

(3) TOPICS type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

100%	TEC NTE	$ 33,000
	FF	$ 33,000
	STATE	$
	____	$

For PR-37:
Field Phase $
PS&E Phase $

REMARKS: 1) Attached is Part 1, 2 & 4 of Project Prospectus and project map.
2) Concept approved in March 20, 1984 letter to you from Director of ODOT.

JLG:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
3/27/84	Gary A. Potter	Manager, Program Section

cc: GARY ZEHNER

Ira 7-6-!
Ptld.

DATE: March 20, 1984

PRO-CON 21-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawl of the Mt. Hood Freeway (I-80N) and the Industrial Freeway (I-505) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Signal replacement at 22 intersections
City of Portland
Multnomah County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Interstate Transfer Funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service Dsitrict

bcc: H. S. Coulter
Gary A. Potter
E. L. Hardt

JLG:pf jc

9941

HIGHWAY DIVISION

PRO

Ted Spence
Plan and Program Section

February 23, 1984

ORIGINAL SIGNED BY
Gary A. Potter, Manager GARY A. POTTER
Program Section

Three Traffic Signal Projects
City of Portland

We have reviewed the three proposals for traffic signal improvements in the City of Portland that you submitted on January 25, 1984. We have concluded, from your transmittal letters and through discussions that we should proceed as follows:

1) 3 Signal Modifications (Left-Turns); and 2) 5 New Signals-CBD: Item #7 (New Projects) on page 18 of Concept Program. You indicated in your January 25 letter "MSD approval and adding to TIP by March 1984" and later through discussion, you said these projects were included in TIP under "Traffic Signal Replacement" or "Traffic Signal Improvement"; however, the projects don't seem to fit the project descriptions for either of these categories. I recommend holding the requests for OTC approval until action by MSD in March.

2-27-84 TEP says GO → 3) Signal Replacements-22 Intersections: Included in #7 (New Projects) on page 18 of Concept Program. We concur that this project is in the TIP under "Traffic Signal Replacement". We should proceed with approval and processing of this project.

If you concur with our conclusions, please advise so that we may proceed.

GEZ:pf

cc: Joe Gaither
Jon Rose, Metro Region
Karen Bunk, Metro Region

9941

1-29-84

Plan # 84-3

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02364

SECTION 22 Replacement Traffic Signals (Portland) ~~Intersections, City of Portland~~

REGION Metro Region

HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH

☒ URBAN ☐ RURAL | CITY: Portland | COUNTY: Multnomah | ROAD/STREET NAME: Various City Streets (see attached)

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): City of Portland

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)			FILES (#)	
RIGHT OF WAY		$ 0	PAVING (✓)			ACRES (#)	
ROADWAY	$		STRUCTURES (✓)			RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 734.8		SIGNALS (✓)	X		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 30.0					RIGHT OF WAY DESCRIPTIONS (S,C,A)	None
	$		ENVIRONMENTAL CLASS (1,2,3)			RIGHT OF WAY ACQUISITIONS (S,C,A)	None
12% ENGINEERING 40% CONTINGENCIES	$ 91.8		DESIGN CATEGORY (1-7)			CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 856.6	WORK TYPE (1-12)			☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $	
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $	

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	Yes	Yes
BIKE PATH (Y/N)	Varies	Varies
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Original installation of traffic signals at these 22 locations were made between 1952 and 1958. The existing signal equipment is obsolete and not to federal design standards. This results in continued maintenance costs to keep signals functioning, and a lower standard of safety to motorists.

PROPOSED SOLUTION

To replace all existing signal equipment so as to improve operation and safety, and bring the 22 intersections into conformity with the Federal requirements in the Manual on Uniform Traffic Control Devices.

X DIST. TRANSPORTATION ENGINEER Edward Ustdal	DATE 1-29-84			
X APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE			
X APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02364

SECTION
22 Intersections, City of Portland

REGION
Metro-Region

PROJECT JUSTIFICATION

This project is part of a continuing capital program for updating obsolete signal equipment that has been in continuous use for 25 to 30 years. Because of the age of this equipment it is difficult to obtain parts, the amount of maintenance required is extensive, and the downtime of these signals is therefore high. Adding to the problems with the old equipment are the new design standards put together by the federal government in the Manual on Uniform Traffic Control Devices. Most of the signals installed 25 to 30 years ago do not meet these new standards. Replacing the existing signal equipment will allow the City bring these 22 intersections into conformity with the requirements in the MUTCD, and improve operations and safety at these signalized intersections.

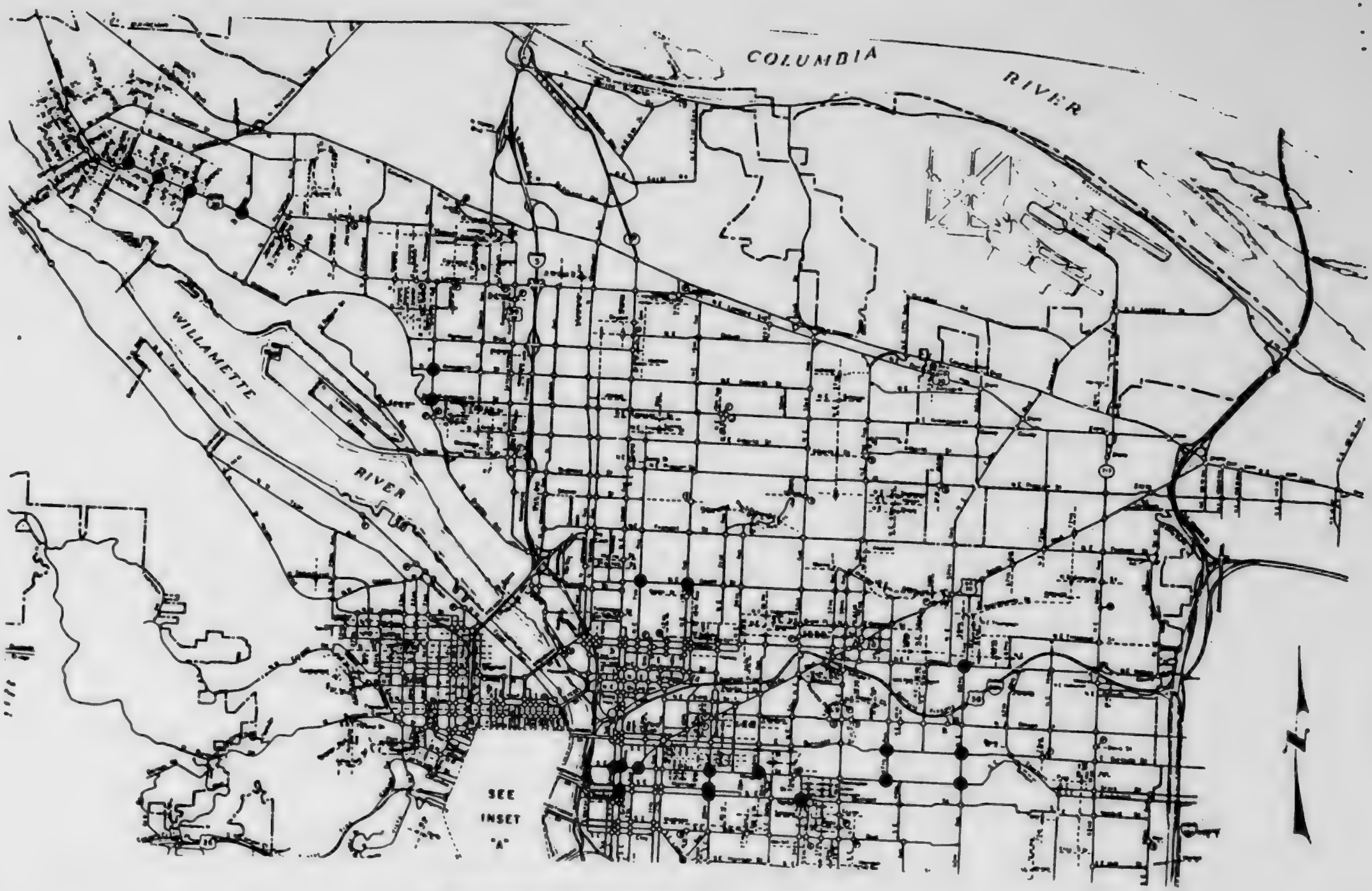
Each of the 22 locations has been checked to see if they still meet warrants for a signalized intersection. Attached is a printout showing all the proposed locations after each one had been run through the computer signal warrants program.

ADMINISTRATION RECOMMENDATION

1984 - 85

Traffic Signal Replacements

		FAU Number
1.	N. Lombard & Oswego	9966
2.	N. Lombard & Buchanan	9966
3.	N. Lombard & Ida	9966
4.	N. Lombard & Wall	9966
5.	N. Greeley & Ainsworth	9945
6.	N. Greeley & Killingsworth	9945
7.	N.E. Knott & 7th	9908
8.	N.E. Knott & 15th	9908
9.	N.E. Halsey & 60th	9858
10.	E. Burnside & 47th	9822
11.	E. Burnside & 60th	9822
12.	S.E. Union & Stark	9810
13.	S.E. Grand & Stark	9810
14.	S.E. Stark & 8th	9810
15.	S.E. Stark & 20th	9810
16.	S.E. Stark & 28th	9810
17.	S.E. Stark & 47th	9810
18.	S.E. Stark & 60th	9810
19.	S.E. Morrison & 20th	9808
20.	S.E. Grand & Belmont	9809
21.	S.E. Belmont & 20th	9808
22.	S.E. Belmont & 34th	9808



PROPOSED FEDERAL AID PROJECT
TRAFFIC SIGNAL REPLACEMENT

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY NO. 02364

SECTION 22 ~~Intersections, City of Portland~~ Replacement traffic signals (Portland

REGION Metro-Region

AUTHORIZATION NO. | PREFIX | DATE August 1983

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	25,000	25000	918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,500	2500
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		1000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

TOTALS	$ $ 33000
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

2-8-84

PREPARED BY [signature]	DATE 1-13-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X [signature]	DATE 1-29-84	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

9941

84-2

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: January 25, 1984

FROM: THEODORE A. SPENCE
Plan and Program Section

SUBJECT: Signal Replacements
22 Intersections
City of Portland

Here is our programming packet for traffic signal replacement at 22 locations in the city of Portland. The project proposes replacement of all existing signal equipment and would bring the 22 intersections into conformity with the federal requirements outlined in the Manual on Uniform Traffic Control Devices.

The City is currently requesting MSD approval and expects that the projects will be included in the TIP by March 1984. FAIX funding authority is available for this project and will be assigned to cover 100 percent of the project costs.

"6" Project

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

Concept Prog. in #7 (New projects) Pg. 18
P.E. Mt. Hood
Const. I-505

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachment

NOTED
BOB DORAN

2-27-84
TED SPENCE
Says Go.

To Type
2-28-84

cc: FED AID
LOC
PCS
ENV

81-125-1387

9941

CITY OF

PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

January 4, 1984

METRO BRANCH
PROGRAM MANAGEMENT UNIT

JAN 6 REC'D

Jon Rose
Federal-Aid Coordinator
ODOT-Metro
9002 SE McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Jon,

Enclosed please find the project request documentation for three new traffic signal projects. The documentation includes the old Federal-Aid Project Request forms as well as the newer ODOT Project Prospectus forms.

I am concurrently requesting project approval through the Metropolitan Service District. I do not anticipate any problems with these projects. The three projects should be included in the Region's TIP by March 1984. FAIX funding authority is available for these projects and will be assigned to cover 100% of the project costs.

It is our intention to have FY '84 obligational authority assigned to the PE Phase of each project.

We anticipate FY '85 obligations for construction of each project.

If you have any questions or concerns, please do not hesitate to contact me at 796-7170.

Sincerely,

Jerry

Jerry Markesino
Transportation Program Manager

JM:jw

Enclosures: 3 Project Requests

- 3 Signal Modifications - W. Portland
- Signal replacements - 22 locations
- 5 Signals CBD

1-6-84

Karen

Please have a complete packet prepared.

Jon

FEDERAL AID PROJECT REQUEST

Date December 1983

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. * Route Name *(see attached list)

Project Name Signal Replacements 22 locations FY 84/85

Project Length N.A. Project Location (Attach sketch map)

Project Description

Replace all existing signal equipment at 22 locations throughout City.

Average Daily Traffic Varies Design Speed Varies

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Varies Travel Lanes Varies Shoulders None

Medians ____ Parking ____

Sidewalks All locations have sidewalks

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No changes proposed for existing roadways

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks All work will be done in existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Single dial, fixed time, interconnected, span wire mounted signals at all locations

2. **Proposed Signalization:**

Location All locations

Type Fixed time, multi-dial
Phases Two phase
Type of Suspension Span wire
Interconnected 10 conductor
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** N.A.

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:** N.A.

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired? _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

N.A.

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bureau of Traffic Engineering Office	
2.	Environmental	Bureau of Traffic Engineering Office	Jim Wilson Mike Bauer
3.	Public Hearing	Bureau of Traffic Engineering Office	

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: preliminary engineering, drafting, specifications, construction inspection

4. Applicant's estimate of cost for requested project:

Signals	$ 734,800
Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	30,000
Illumination	
Structures	
Railroad	
Other Const. Eng./Contingencies	91,800
Preliminary engineering	37,500
PROJECT TOTAL	$ 894,100

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

X By R. O. Schmidt By _____

By _____ By _____

By _____

CITY OF PORTLAND, OREGON

SIGNAL ANT INTERSECTIONS

7- 6-83

	RATE	MAIN STREET	CROSS STREET	MAIN VOL.	CROSS VOL.	1979 ACC.	1980 ACC.	1981 ACC.	1982 ACC.	AVE. ACC.	CORR ACC.	LANES MAIN	LANES CROSS	SCHL XING	PROG RATE
NO. 1	80	E BURNSIDE	60TH AVE.	1328	402	15	16	22	14	17	9	2	1	YES	FAIR
NO. 2	40	SE UNION AVE.	TAYLOR ST.	2605	176	5	8	7	10	8	0	4	1	NO	GOOD
NO. 3	40	SE GRAND AVE.	HAWTHORNE BLVD.	2514	636	9	17	17	9	13	0	4	3	NO	GOOD
NO. 4	40	SE UNION AVE.	CLAY ST.	2492	196	6	6	10	13	9	0	4	1	NO	GOOD
NO. 5	40	SE GRAND AVE.	MADISON ST.	2217	789	7	17	22	14	15	0	4	3	NO	GOOD
NO. 6	40	SE UNION AVE.	STARK ST.	2162	308	4	7	4	7	6	0	4	1	NO	GOOD
NO. 7	40	SE GRAND AVE.	STARK ST.	2160	550	13	7	6	5	8	0	4	1	NO	GOOD
NO. 8	40	SE GRAND AVE.	BELMONT ST.	2055	975	14	17	21	18	18	0	5	3	NO	GOOD
NO. 9	40	E BURNSIDE	47TH AVE.	1230	316	6	3	6	4	5	3	2	1	NO	FAIR
NO. 10	40	SE MADISON ST.	11TH AVE.	966	637	2	3	7	0	3	0	3	1	NO	GOOD
NO. 11	40	N LOMBARD ST.	OSWEGO AVE.	939	150	0	2	5	0	2	0	2	1	NO	FAIR
NO. 12	40	N LOMBARD ST.	IDA AVE.	939	307	1	4	3	4	3	2	2	1	NO	FAIR
NO. 13	40	SE STARK ST.	28TH AVE.	859	278	5	4	5	2	4	0	1	1	NO	FAIR
NO. 14	40	SE STARK ST.	20TH AVE.	837	395	6	8	8	4	7	1	1	1	NO	FAIR
NO. 15	30	NE HALSEY ST.	60TH AVE.	865	326	6	12	3	6	7	2	2	1	NO	FAIR
NO. 16	30	SW MARKET ST.	05TH AVE.	776	396	1	0	1	2	1	0	4	3	NO	FAIR
NO. 17	30	SE HAWTHORNE BLVD.	12TH AVE.	738	699	6	4	7	4	5	1	3	2	NO	FAIR
NO. 18	30	SE 11TH AVE.	HAWTHORNE BLVD.	722	714	2	3	8	12	6	2	2	3	NO	FAIR
NO. 19	30	SW CLAY ST.	05TH AVE.	722	260	1	5	0	5	3	0	4	3	NO	FAIR
NO. 20	30	SE SANDY BLVD.	STARK ST.	693	371	2	1	4	0	2	0	2	1	NO	FAIR
NO. 21	30	SE BELMONT ST.	20TH AVE.	685	332	4	5	12	6	7	2	2	1	NO	GOOD
NO. 22	30	SE 60TH AVE.	STARK ST.	660	473	7	3	5	7	6	3	1	1	YES	FAIR
NO. 23	25	SE STARK ST.	47TH AVE.	740	174	2	2	6	2	3	2	1	1	NO	FAIR
NO. 24	25	SE 20TH AVE.	MORRISON ST.	728	490	4	4	8	3	5	1	2	1	NO	POOR
NO. 25	25	SE MADISON ST.	07TH AVE.	708	378	12	10	14	7	11	1	3	2	NO	GOOD
NO. 26	25	NE 15TH AVE.	KNOTT ST.	604	188	1	3	5	7	4	2	1	1	NO	FAIR
NO. 27	25	NE 7TH AVE.	KNOTT ST.	533	165	3	5	2	3	3	0	1	1	NO	FAIR
NO. 28	15	N LOMBARD ST.	WALL AVE.	1156	108	8	11	6	4	7	1	2	1	NO	FAIR
NO. 29	15	SE BELMONT ST.	34TH AVE.	843	96	6	1	5	6	5	1	1	1	NO	GOOD
NO. 30	15	N GREELEY AVE.	AINSWORTH ST.	790	84	1	1	6	4	3	0	1	1	NO	GOOD
NO. 31	15	N GREELEY AVE.	KILLINGSWORTH ST.	757	141	2	1	4	4	3	1	2	1	NO	GOOD
NO. 32	10	NE 39TH AVE.	ROYAL CT.	1182	20	0	2	1	2	1	1	2	1	YES	FAIR
NO. 33	5	N LOMBARD ST.	BUCHANAN AVE.	939	68	3	4	4	4	4	0	2	1	NO	FAIR
NO. 34	5	NW BROADWAY	HOYT ST.	694	147	3	6	2	2	3	0	2	1	NO	FAIR
NO. 35	5	SW 18TH AVE.	MORRISON ST.	346	296	3	2	5	2	3	1	2	2	NO	FAIR

Plan # 84-3

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02364

SECTION 22 ~~Intersections, City of Portland~~ Replacement Traffic Signals (Portland)

REGION Metro Region

HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH

☒ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Portland	Multnomah	Various City Streets (see attached)

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		City of Portland

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ ø
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 734.8	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 30.0	
	$	
12% 20% ENGINEERING & CONTINGENCIES	$ 91.8	
TOTAL CONSTRUCTION		$ 856.6
TOTAL ESTIMATE		$

PROJECT DATA

GRADING (✓)		
PAVING (✓)		
STRUCTURES (✓)		
SIGNING (✓)		
SIGNALS (✓)	X	
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)		
DESIGN CATEGORY (1-7)		
WORK TYPE (1-12)		

RIGHT OF WAY

FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	A
CONSTRUCTION ENGINEERING (S,C,A)	A
RIGHT OF WAY DESCRIPTIONS (S,C,A)	None
RIGHT OF WAY ACQUISITIONS (S,C,A)	None

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	Yes	Yes
BIKE PATH (Y/N)	Varies	Varies
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Original installation of traffic signals at these 22 locations were made between 1952 and 1958. The existing signal equipment is obsolete and not to federal design standards. This results in continued maintenance costs to keep signals functioning, and a lower standard of safety to motorists.

PROPOSED SOLUTION

To replace all existing signal equipment so as to improve operation and safety, and bring the 22 intersections into conformity with the Federal requirements in the Manual on Uniform Traffic Control Devices.

REGIONAL TRANSP. ENGINEER X Edward Ustdt	DATE 1-29-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02364

SECTION
22 Intersections, City of Portland

REGION
Metro-Region

PROJECT JUSTIFICATION

This project is part of a continuing capital program for updating obsolete signal equipment that has been in continuous use for 25 to 30 years. Because of the age of this equipment it is difficult to obtain parts, the amount of maintenance required is extensive, and the downtime of these signals is therefore high. Adding to the problems with the old equipment are the new design standards put together by the federal government in the Manual on Uniform Traffic Control Devices. Most of the signals installed 25 to 30 years ago do not meet these new standards. Replacing the existing signal equipment will allow the City bring these 22 intersections into conformity with the requirements in the MUTCD, and improve operations and safety at these signalized intersections.

Each of the 22 locations has been checked to see if they still meet warrants for a signalized intersection. Attached is a printout showing all the proposed locations after each one had been run through the computer signal warrants program.

ADMINISTRATION RECOMMENDATION

USE AS ORIGINAL

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

MULTNOMAH Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02364

SECTION 22 ~~Replacement Traffic Signals Intersections, City of Portland~~ (Portland

REGION Metro-Region

AUTHORIZATION NO.

PREFIX 726-1961

DATE August 1983

SURVEY AUTHORITY

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$ 500	$ 500	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT	25,000	25,000	918	LOCATION		200	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC	2,500	2,500
905	FINAL DESIGN			920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		200	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING	0	
910	REGION GEOLOGIST	0		924	D.O.T.			955	R/W RELOC. ASSISTANCE	0	
911	TRAFFIC SECTION		1,000	925	AIR MONITORING			960	PERSONAL LEAVE		
9	LANDSCAPE			926	FOUNDATION	0		980	PUBLIC HEARING	0	
913	RIGHT-OF-WAY LIAISON	0		927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON	200	200	932	RAILROAD & UTILITIES						
								TOTALS	$	$	33,000
								PREVIOUS AUTHORIZATION		$	
								ADD. AUTH. REQUIRED		$	

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IXG-000C(29)

LOCATION ENGINEER'S REMARKS

1 ✓

cy Bed

cy

2 E

3

cy Struct

ROAD DESIGN SECTION

PREPARED BY [signature]	DATE 1-13-83	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X [signature]	DATE 3/5/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X [signature]	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-30-84	

TM.1914 (7-82)

LOC

Plan # 84-3

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

KEY ID # 02364

SECTION 22 ~~Intersections, City of Portland~~ Replacement Traffic Signals (Portland)

REGION Metro Region

HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH

☒ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Portland	Multnomah	Various City Streets (see attached)

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		City of Portland

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 33.
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 734.8	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 30.0	
	$	
12% 40% ENGINEERING (ONTINGENCIES	$ 91.8	
TOTAL CONSTRUCTION		$ 856.6
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	
DESIGN CATEGORY	(1-7)	
WORK TYPE	(1-12)	

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	None
RIGHT OF WAY ACQUISITIONS	(S,C,A)	None

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	Yes	Yes
BIKE PATH (Y/N)	Varies	Varies
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Original installation of traffic signals at these 22 locations were made between 1952 and 1958. The existing signal equipment is obsolete and not to federal design standards. This results in continued maintenance costs to keep signals functioning, and a lower standard of safety to motorists.

PROPOSED SOLUTION

To replace all existing signal equipment so as to improve operation and safety, and bring the 22 intersections into conformity with the Federal requirements in the Manual on Uniform Traffic Control Devices.

X [signature]	DATE 1-29-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02364

SECTION 22 Intersections, City of Portland

REGION Metro-Region

PROJECT JUSTIFICATION

This project is part of a continuing capital program for updating obsolete signal equipment that has been in continuous use for 25 to 30 years. Because of the age of this equipment it is difficult to obtain parts, the amount of maintenance required is extensive, and the downtime of these signals is therefore high. Adding to the problems with the old equipment are the new design standards put together by the federal government in the Manual on Uniform Traffic Control Devices. Most of the signals installed 25 to 30 years ago do not meet these new standards. Replacing the existing signal equipment will allow the City bring these 22 intersections into conformity with the requirements in the MUTCD, and improve operations and safety at these signalized intersections.

Each of the 22 locations has been checked to see if they still meet warrants for a signalized intersection. Attached is a printout showing all the proposed locations after each one had been run through the computer signal warrants program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY NO # 02364

SECTION 22 ~~Intersections, City of Portland~~ Replacement Traffics Signals (Portland)

REGION Metro - Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

None

RIGHT-OF-WAY N.A.

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION N.A.

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY IO # 02364

SECTION 22 ~~Intersections, City of Portland~~ Replacement Traffic Signals (Portland

REGION Metro-Region

ESTIMATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The signal replacements will have no impact on traffic volumes, however, motorist safety will be increased because of less down time due to obsolete equipment and because of additional signal heads affording greater signal visibility.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None Identified

RECOMMENDED PROJECT CLASSIFICATION

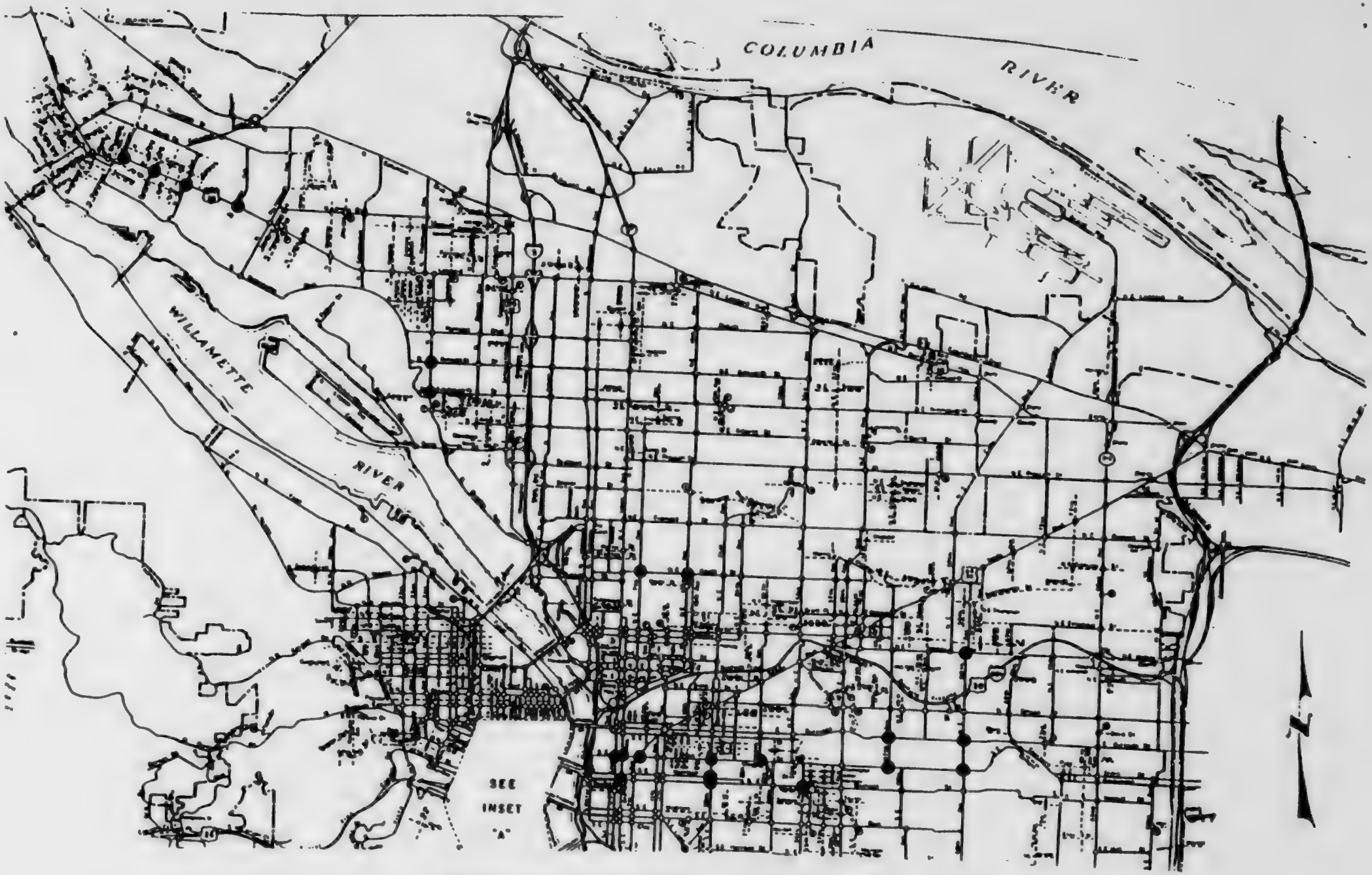
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x Michael W. Bauer Mike Bauer/Jim Wilson	796-5185	



PROPOSED FEDERAL AID PROJECT
TRAFFIC SIGNAL REPLACEMENT

1985 Middle Fork Cold Springs 9942
Canyon Br Sec Athena-Holdman Hwy N.
Pendleton (Gr, pv. & str.)

9942

9942 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Umatilla	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
May 7, 1987	C. O. Fredrickson, Construction Engineer		BRS-190(2)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
July 13, 1985	May 23, 1986	106 %	125 CWD

LOCATION Middle Fork Cold Springs Canyon Bridge Section of the Athena-Holdman Highway approximately 9 miles north of Pendleton

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 4780A across the Middle Fork Cold Springs Canyon. Length: 36 feet Roadway Width: 31.5 feet

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: R. L. Coats

3. Contract Amount: $123,684.66

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
MAY 21 '87
REFER TO
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE: Area Engineer	DATE: 5/19/87	TITLE: District Engineer B	DATE: 5/19/87

Info | Invest | R/D | D/A | Oper | Act | Title

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9942

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 11-50	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2		11-7-86

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon
County: Umatilla
Project Number: BRS-190(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 136,283.00	$ 139,853.00
Federal funds	$ 109,026.00	$ 111,882.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4 TH day of NOV, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale R. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 22, 1986

Federal-Aid Project No. BRS-190(2)

Middle Fork Cold Spring Canyon Bridge Section
Athena-Holdman Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. #4780A Sta. 16+51.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Subtotal from Estimate of September 17, 1985					$121,671.00
Engineering					~~18,241.00~~ 18,182.00 sw
Total					$139,853.00

Federal Funds (80%)	$111,882.00
State Funds	27,970.00
Total	$139,853.00

Group 1 = 100%
Contract No. 9942
Prefix: 130-1988 P.E.
Prefix: C09942
Appn Code: 118

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 10-56	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 1		County: Umatilla
		Project Number: BRS-190(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 122,853.00	$ 136,283.00
Federal funds	$ 98,282.00	$ 109,026.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~ For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 14 1985

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. BRS-190(2)

MIDDLE FORK COLD SPRING CANYON BRIDGE SECTION
ATHENA-HOLDMAN HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (BR. #4780A STA. 16+51.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
1"-0 Aggregate Base	$ 9.00	1,080.0	$ 9,720.00	1,697.0	$ 15,273.00	
Class "C" Asphalt Concrete	38.00	435.0	16,530.00	595.0	22,610.00	
Structure Excavation	10.00	184.0	1,840.00	269.7	2,697.00	
Reinforced Concrete Bridge End Panels	50.00	142.0	7,100.00	160.80	8,040.00	
			$ 35,190.00		$ 48,620.00	
					Increase	$ 13,430.00
				Subtotal from estimate of Jan. 09, 1985		108,241.00
					Subtotal	$ 121,671.00
					Engineering	14,612.00
					Total	$ 136,283.00

Federal Funds (80%)	$ 109,026.00
State Funds	27,257.00
Total	$ 136,283.00

Group 1: 100%
Contract No. 9942
Prefix: 130-1988 P.E.
Prefix: C09942
Appn Code: 118
RLC:bkb

99-12

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE
1-132		Oregon
		COUNTY Umatilla
		PROJECT NO. BRS-199(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Middle Fork Cold Springs Canyon Bridge #04780-334-00365

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-84	0.007
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,853	$ 98,282

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon January 9, 1985

Federal Aid Project No. BRS-190(2)

Middle Fork Cold Springs Canyon Bridge Section
Athena-Holdman Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. #4780A Sta. 16+51.5)

Mobilization	Lump Sum	All	Lump Sum	$	10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		1,000.00
Temporary Signs	Sq. Ft.	200	6.00		1,200.00
Temporary Barricades	Each	5	40.00		200.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	125	8.00		1,000.00
Temporary Plastic Safety Markers	Each	15	30.00		450.00
Temporary Delineators	Each	20	20.00		400.00
Flaggers	Hour	40	1.00		40.00
Temporary Drainage Structure	Lump Sum	All	Lump Sum		2,000.00
General Excavation	Cu. Yd.	940	5.00		4,700.00
Stone Embankment	Cu. Yd.	90	8.00		720.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		1,000.00
1"-0 Aggregate Base	Ton	1,080	9.00		9,720.00
Class "C" Asphalt Concrete	Ton	435	38.00		16,530.00
Guard Rail, Type 2A	Lin. Ft.	150	15.00		2,250.00
Guard Rail, Type 3	Lin. Ft.	100	23.00		2,300.00
Guard Rail Anchors, Type 1	Each	4	300.00		1,200.00
Rail End Pieces, Type C	Each	4	80.00		320.00
Delineators, Type 1	Each	6	20.00		120.00
Bridge Removal Work	Lump Sum	All	Lump Sum		4,000.00
Structure Excavation	Cu. Yd.	184	10.00		1,840.00
Speical Wall Backfill	Cu. Yd.	67	15.00		1,005.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum		10,750.00
Reinforcement	Lump Sum	All	Lump Sum		2,916.00
4'x35'/40' Prestressed Slabs	Each	8	2,300.00		18,400.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	142	50.00		7,100.00
Metal Rail with Tubing	Lin. Ft.	80	40.00		3,520.00
Membrane Waterproofing	Sq. Yd.	131	10.00		1,310.00
				$	105,991.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,400.00
Roadside Seeding, Mulching and Fertilizing	All Required		850.00
			$ 2,250.00
		Subtotal	$ 108,241.00
		Engineering	14,612.00
		Total	$ 122,853.00

Federal Funds (80%)	$ 98,282.00
State Funds	24,571.00
Total	$ 122,853.00

Group 1 100%
Contract No. 9942
Prefix: 130-1988 P.E.
130-1006
Appn Code: 118

CPL:bkb

9942

June 3, 1986

CON 5 - 9942

Safeco Insurance Companies
4101 SW Kruse Way
Lake Oswego, OR 97034

Contract No. 9942 awarded to R. L. Coats for work on the Middle Fork Cold Springs Canyon Bridge Section of Athena-Holdman Highway in Umatilla County was completed on February 24, 1986, and accepted by the State Highway Division on May 23, 1986.

Final payment in the amount of $1,434.05 will be released to the contractor after June 9, 1986. The total contract amount is $123,684.66 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

fkn
cc R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

9942

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9942

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9942 ,	On Site Work Substantially Completed July 13, 1985
All Work Completed	February 14, 1986	
Project	Middle Fk. Cold Springs Canyon Bridge	
Highway	Athena-Holdman	
County	Umatilla	
Type of Work	Grading, Paving and Structure	
Contractor	R. L. Coats	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

613
Mailing Letter
Letter

Inter Mtg.

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9942

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 7, 1985

TO: Oregon Transportation Commission

In Reply Refer to File No.: CON 5

C 236

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Middle Fork Cold Springs Canyon Bridge Section
Athena-Holdman Highway, Umatilla County
Contract No. 9942

This federal aid project has been completed and it now appears that the final cost will exceed the project authorization by $13,900 or 11 percent.

The primary reasons for the increased cost are overruns of the aggregate base and asphaltic concrete items and the need to lower the structure footing elevations.

The detour was constructed as indicated in the contract plans, but the temporary drainage proved to be inadequate to handle high water. Base rock for the detour was lost due to the high water and had to be replaced, adding approximately $5,600 to the cost of the project.

The asphaltic concrete item was overrun by approximately $6,100 as a result of the use of increased quantities to provide a smooth transition to the existing pavement at the ends of the project.

The structure footings were placed below plan elevations in order to be founded on sound material. Additional quantities of excavation, concrete and related items added more than $7,300 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $13,900 to a new total of $136,753.54. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
R. D. Hector
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Middle Fork Cold Springs Canyon Bridge Section
Athena-Holdman Highway, Umatilla County
Contract No. 9942

This federal aid project has been completed and it now appears that the final cost will exceed the project authorization by $13,900 or 11 percent.

The primary reasons for the increased cost are overruns of the aggregate base and asphaltic concrete items and the need to lower the structure footing elevations.

The detour was constructed as indicated in the contract plans, but the temporary drainage proved to be inadequate to handle high water. Base rock for the detour was lost due to the high water and had to be replaced, adding approximately $5,600 to the cost of the project.

The asphaltic concrete item was overrun by approximately $6,100 as a result of the use of increased quantities to provide a smooth transition to the existing pavement at the ends of the project.

The structure footings were placed below plan elevations in order to be founded on sound material. Additional quantities of excavation, concrete and related items added more than $7,300 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $13,900. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
B. M. Walton
T. A. Penner
D. L. Trout

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

CONTR. NO: 9942 DATE: July 6, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 SUNDAY	No activity.
1 MONDAY	Poured guard rail anchors, finished grout work, and hauled base rock.
2 TUESDAY	Hauled and processed aggregate base rock. Poured joint sealer.
3 WEDNESDAY	General clean up.
4 THURSDAY	No activity.
5 FRIDAY	No activity.
6 SATURDAY	No activity

REMARKS

STATUS: Poured guardrail anchors and hauled base rock.

NEXT WEEK: Placing base rock, paving, and general clean up.

18 OT-Inspecting concrete pour and travel time.

SIGNED T.A. PENNER / PROJ. MNGR. LOCATION PENDLETON

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9942

1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION No. 23 Mid.Fork Cold Springs Canyon Bridge		WEEK ENDING July 6, 1985
		SECTION PREFIX 130-1006
HIGHWAY Athena - Holdman		COUNTY Umatilla
NAME OF JOB Mid.Fork Cold Sprgs Can. Br.	KIND OF WORK Grading, Paving and Structure	
CONTRACTOR R. L. Coats	CONTRACT NUMBER 9942	FEDERAL AID PROJECT NUMBER BRS-190(2)
DATE OF CONTRACT January 2, 1985	DATE WORK STARTED January 31, 1985	ESTIMATED COMPLETION DATE July 3, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 0	SPECIFIED WORK DAYS A: ALL SPECIFIED CALENDAR DAYS 125CWD	WORK DAYS USED A: ALL CALENDAR DAYS USED 125
	SPECIFIED COMPLETION DATE July 3, 1985	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 122,854		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 20
EXCLUSIVE OF ENGINEERING: $ 113,113	ENGINEERING AUTHORIZATION $ 9,742 This Week 1,424	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 19
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 113,113	ENGINEERING COST TO DATE $ 8,321	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 85 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0		0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0			0.0
MILES PARTIALLY COMPLETED	0.0	0.0			0.0
MILES COMPLETED	0.0	0.0			0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	940cy	1,080tn			485tn
TOTAL QUANTITIES CORRECTED TO DATE	940cy	1,080tn			485tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0cy	930tn			0tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Backhoe, pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4780A							
PERCENT	0							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30		122		Project on calendar workdays.
MONDAY 1	Fair	123		
TUESDAY 2	Fair	124		
WEDNESDAY 3	Fair	125		
THURSDAY 4	Fair	0		Holiday shut down.
FRIDAY 5	Fair	0		Holiday shut down.
SATURDAY 6		0		Holiday shut down.

January 10, 1985

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

CON 5

#9942

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9942 for work on the Middle Fork Cold Springs Canyon Bridge Section of the Athena-Holdman Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Bobby Johnson

R. L. COATS, General Contractor
63285 SKYLINE RANCH ROAD • BEND, OREGON 97701 • 382-2166 or 382-5368

December 21, 1984

Robert W. Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged Business Enterprise and Women Business Enterprise Participation

Dear Mr. Gormsen:

The following Disadvantaged and Women owned business enterprise will be employed as subcontractor on the Middle Fork Cold Springs Canyon Bridge on the Athena-Holdman highway.

Disadvantaged Business Enterprise Goals	5%
Women Business Enterprise Goals	1%

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558

Subcontract for Guard Rail Work

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	UNIT PRICE
15	Guard Rail, Type 2A	L.F.	150	13.75	2,062.50
16	Guard Rail, Type 3	L.F.	100	24.50	2,450.00
17	Guard Rail Anchors, Type 1	EA	4	285.00	1,140.00
18	Rail End Pieces, Type C	EA	4	75.00	300.00
25	Grout Only, Prestressed Slabs	L.F.	252	9.90	2,494.80
27	Metal Rail with Tubing	L.F.	88	46.00	4,048.00
01	Mobilization	LS		2500.00	2,500.00
	TOTAL				$14,995.30

Sincerely,

R. L. Coats

R.L. Coats
Owner

RLC/wm

RECEIVED
DEC 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Fanno

CCN 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-190(2)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40047

2A. COUNTY NAME: Umatilla

RECEIVED
STATE HWY ENGR
DEC 6 '84

REFER TO: Potter

FOR

Info	Invest	R/D	D/R	Sign	Act	File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	Secondary 134	Secondary 334

10. GENERAL LOCATION:

Middle Fork Cold Springs Canyon Bridge #04780-334-00355

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11/26/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000; Federal Funds $120,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11/21/84 that provision of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/4/84	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1
Cold
Springs

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HBR-OR
BRF-30(6)
BRF-6(8)
BRF-6(10)
BRF-6(9)
BRS-190(1)

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Bridge Waterproof Membranes

Please be informed it is still Federal Highway's position that waterproof membranes are required on all state highway bridges that are covered with asphalt. Mr. Anhorn in his September 10 memorandum to Mr. Hart does not seem to be aware of this national policy. If the following bridges have asphalt overlays a waterproof membrane must be included.

BRF-30(6) Five-Mile Creek (#4725A)
BRF-6(8) Dry Creek (#4986)
BRF-6(10) Dry Gulch Creek (#3495)
BRF-6(9) Johnny Creek (#0256A)
BRS-190(1) Middle Fork Cold Springs (#4780)
(7)(71)

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
cy 9/24

Con 19-1
Cold
Springs

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DES 23
4725A
3495A
4986B
16720
4780A

September 19, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

RIGINAL SIGN
RALD E. BACKST
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Bridge Waterproofing Membrane

Enclosed is a copy of the letter from Region 5 Construction Engineer requesting elimination of the waterproof membrane for the following structures:

1. Five Mile Creek Bridge, Bridge 4725A
2. Dry Gulch Bridges, Bridges 3495A and 4986B
3. Johnny Creek Bridge, Bridge 16720
4. Middle Fork Cold Springs Canyon Bridge, Bridge 4780A

The Region has indicated that they will not use salt in the areas where the above structures are located.

Please confirm if you concur with Region's request.

KAK:jrb

Enclosure

cc: E. S. Hunter
Gary Potter

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9942

334N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

UMATILLA Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01772

SECTION: Middle Fork Cold Springs Canyon Br. (#04775)

REGION: 5

Hwy #334 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 130-1901

DATE 8/14/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		3,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		5,000	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,000	950 TRAINING		300
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

	TOTALS	$ $ 35,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BRS-190(3)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Recommend stage construction because of constraints involved with right-of-way acquisition for detours.

1 Versteeg ✓
Ander-on
Adams
Macnab
3 Edwards ✓ NOV 13 1984
Terpin
2 Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

OTC Approval 10-9-84

PREPARED BY: Logan C. Long	DATE: 8/14/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 10/15/84
RECOMMENDED, REGION ENGINEER: X	DATE: 8/14/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE:
RECOMMENDED, LOCATION ENGINEER: X Frank E. Terpin	DATE: 10/12/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 10/31/84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01772 Region Cy

SECTION: MIDDLE FORK COLD SPRINGS CANYON BRIDGE (#04775)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
334	Holdman-Athena	FROM 0.8 TO 1.0	0.2

☐ URBAN ☒ RURAL | CITY | COUNTY: Umatilla | ROAD/STREET NAME

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
none	FAS 190	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 30	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY	$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 30	STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ ~~150~~ 179	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ RE	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ ☒	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ PFA 4			RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Remove Exts. Br.	$ 5	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 36 ~~51~~	DESIGN CATEGORY (1-7)	3/7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 125 ~~179~~	WORK TYPE (1-12)	3/5	☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$ ~~209~~				

RECEIVED
REGION 5 OFFICE
JUN 1 1983
ROE PME

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	4/85	HBR	85

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	134	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing timber span structure has exceeded expected design life. Decay in stringers and pile caps is very noticeable with the members crushing. Excessive deflection in structu is noted under truck weights.

PROPOSED SOLUTION

Construct prestressed reinforced concrete slab span. Widen and overlay roadway to meet new structure width.

REQUESTED, REGION ENGINEER: X	DATE 5/6/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — F JECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

ION

MIDDLE FORK COLD SPRINGS CANYON BRIDGE (#4775)

KEY ID # 01772

REGION 5

PROJECT JUSTIFICATION

This timber span structure was constructed in 1940 and has exceeded the expected design life. Excessive deflection of the structure is noted under truck loads. The current S. R. is shown at 39.7 on the National listing which may not be accurate based on the inspector's comments of 11/3/81.

It is recommended the structure be replaced with a prestressed reinforced concrete slab span bridge. Also, widen and overlay the roadway to meet the new structure width. Stage construction or detour will be required for this project.

Further expenditure of maintenance funds to keep this structure in a serviceable condition is not considered to be economically sound.

This project is consistent with the Division's goal of replacing deficient structures on the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01772

SECTION: Middle Fork Cold Springs Canyon Br. (#04775)

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES
Pacific Power & Light
Pacific Northwest Bell

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
N				3			10		10			3				N
N				4			12		12			4				N
PROPOSED (200' Taper Sec.)																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widen Base	16"		AC Overlay		3"
Level	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	36	32	50,000 ~~94,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank Ellsperman
Location Engineer
Date 10/25/84

734-1912 (7-82)

1772

WASH.

WALLA WALLA COUNTY

BENTON WALLA WALLA CO. CO.

NORTHERN PACIFIC

LEWIS

Holdman

Kings Corner

PROPOSED PROJECT

10.74

13.57

0.66

T8N

T7N

T6N

N

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-190(1)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Umatilla
	5. ITEM NO. 40047	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8-10-84	Secondary 190	Secondary 334

10. GENERAL LOCATION:

North Fork Cold Springs Canyon Br. #04780-334-00355

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See below

13. REMARKS

As requested by Mr. Potter's letter of 7-27-84 I approve the program change adding "Right-of-Way Acquisition" to the Character of proposed work and you are authorized to proceed with the acquisition of file #54045 and 54046 as shown on R/W Map 10C-52-11 at a TEC of $1,000 - Federal Funds $800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 16 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Ret	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/10/84	John D Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 27, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. BRS-190(1)
N. Fk. Cold Springs Canyon Bridge Sec.
Athena - Holdman Highway
Umatilla County

I request approval of a program change on the subject project to add to the Character of Proposed Work "Right of Way Acquisition" at an estimated total cost of $1,000 with an obligation of $800 in federal funds. The right of way to be acquired consists of a temporary detour easements as outlined in red on the enclosed copy of right of way map 10C-52-11.

I further request authorization to proceed with the actual acquisition of the easement rights. No relocation assistance is involved.

CL:me
Attachments
cc: J. Boyd
D. Aman
General Files

Form 734-3122

9942 16-25-83 334 N

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

Umatilla Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Middle Fork Cold Springs Canyon Bridge (#04780)

REGION
5

SURVEY AUTHORITY 1-AS 140

AUTHORIZATION NO. 1

PREFIX 30-1938

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		10,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		800
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

	TOTALS	$ $ 24,800
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BROS -190(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

1 Verstegg ✓
Anderson
2 Adams
(Cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout ✓
(Cy) Wakerlig
5 Molly

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

Cy to Lyle

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/25/83
RECOMMENDED, REGION ENGINEER X	DATE 9-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-24-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/18/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

MFC0002

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01725

SECTION: MIDDLE FORK COLD SPRINGS CANYON BRIDGE (#04780)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
334	~~Holdman~~ Athena - Holdman	FROM 3.45 TO 3.65	0.2

	CITY	COUNTY	ROAD/STREET NAME
☒ URBAN ☐ RURAL		Umatilla	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
none	FAS 190	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ ~~35~~ 25	
RIGHT OF WAY	$	
ROADWAY	$ 30	
STRUCTURES	$ 72	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 4	
	$	
40% ENGINEERING & CONTINGENCIES	$ 43	
TOTAL CONSTRUCTION	$ 149	
TOTAL ESTIMATE	$ 177 ~~174~~	

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	
DESIGN CATEGORY	(1-7)	
WORK TYPE	(1-12)	

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	SC
CONSTRUCTION ENGINEERING	(S,C,A)	SC
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2/84	HBR	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	110	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This timber span structure is deteriorating rapidly requiring additional temporary repairs to keep in service. Bridge approaches are settling, stringers #4 thru #8 have required auxillaries.

PROPOSED SOLUTION

Replace structure with prestressed reinforced concrete bridge 32' wide. Widen approaches to meet new structure width.

SUGGESTED, REGION ENGINEER: X	DATE 5-28-81			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
MIDDLE FORK COLD SPRINGS CANYON BRIDGE (#04780)

REGION
5

PROJECT JUSTIFICATION

This timber span structure was constructed in 1938 and has exceeded the expected life span. Deterioration of stringers has required the placement of auxillary stringers #4 thru #8. #10 is cracked at midspan and will require auxillary stringer. Current S. R. is 26.8 as shown on the National Inventory.

This route is a vital link to the rural community especially during grain harvest. It is recommended the structure be replaced with prestressed reinforced concrete slab span bridge 32 feet wide. Minor roadway widening will be required to meet the new structure width. Stage construction or detour will be required to construct the project. If detour option is used, construction easement "MAY BE" required.

This project is consistent with the Division's goal of replacing substandard structures on the existing highway system.

ADMINISTRATION RECOMMENDATION

Prog 84

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1725

SECTION: Middle Fork Cold Springs Canyon Br. (#04780)

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	C	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

Umatilla Electric &
Pacific NW Bell

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				3.5			10	x	10			3.5				
				4			12		12			4				
PROPOSED (200' TAPER SEC)																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

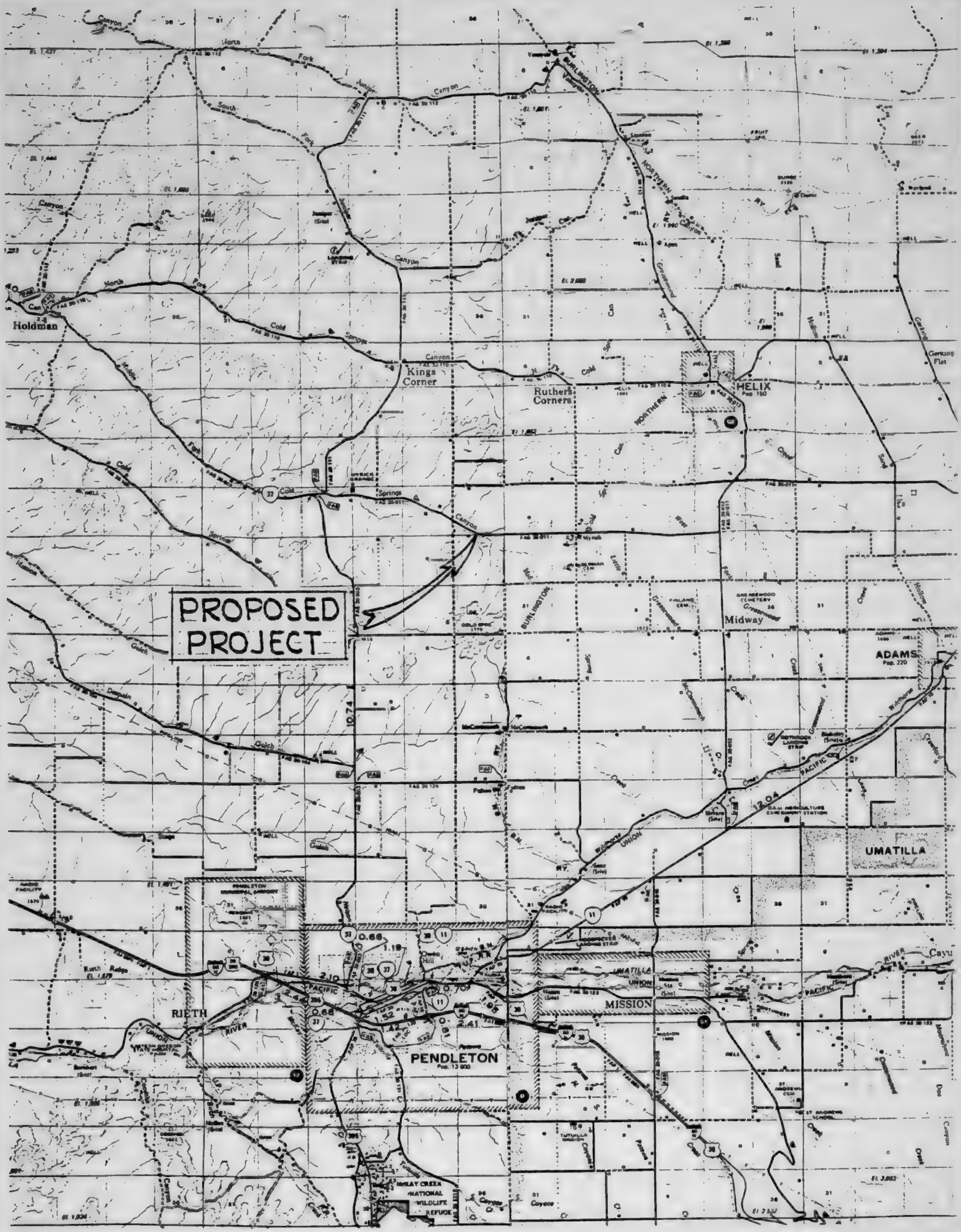
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	21'	32'	72,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROPOSED PROJECT
Holdman
Kings Corner
Ruthers Corners
HELIX
Pop. 150
Midway
ADAMS
Pop. 220
UMATILLA
MISSION
RIETH
PENDLETON
Pop. 13 600
McKAY CREEK NATIONAL WILDLIFE REFUGE
Gerking Flat
Greasewood
Canyon
North Fork
South Fork
Cold Canyon
Kings Canyon
Junior Canyon
Cold Springs
Springs Canyon
Buckaroo Gulch
Dogtown Gulch
Thorn Hollow
Wildhorse Creek
Umatilla River
Coyote Creek
Pacific Union
Northern Pacific
Burlington Northern
Union Pacific
Pendleton Municipal Airport
Experiment Station
0.66
1.18
2.10
0.66
1.52
2.41
12.04
1.27

1442

CON 17-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-190(1) (014)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-21-83

4. PROGRAM NO.:

5. ITEM NO.: 40047

2A. COUNTY NAME: Umatilla

6. TO

Mr. H. S. Coulter, State H ighway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-24-83

8. FEDERAL ROUTE NUMBER: Secondary 190

9. STATE ROUTE NUMBER: Secondary 334

10. GENERAL LOCATION:

MIDDLE FORK COLD SPRINGS CANYON BRIDGE #04780 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- * [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $28,000; FF $22,400.

13. REMARKS

As requested by Mr. Swan's PEA dated October 14, 1983. Project subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 26 '83

cy
10/26

REFER TO
Patter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE: 10-24-83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hassman

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1985 Elgin Rock Production Proj. 9943
on Weston-Elgin Highway

9943

June 9, 1986

COM 5 - #9943

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

On February 19, 1986, we wrote to you concerning release of final payment on Contract No. 9943 awarded to Portable Rock Production Co., Inc. for work on the Elgin Rock Production Project in Union County.

Final payment on this contract is $500.00 and the total contract amount is $87,396.11. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97404

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9943

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
#9943

TO: Robert Gormsen
Manager, Commission Services

DATE: February 13, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9943 , On Site Work Substantially Completed 9-17-85

All Work Completed 10-3-85

Project Elgin Rock Production Project

Highway Weston-Elgin

County Union

Type of Work Rock Production

Contractor Portable Rock Production Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-86 - Surety letter written.

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

-9943

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elgin Rock Production		WEEK ENDING: September 21, 1985
		SECTION PREFIX: 031-8322
HIGHWAY: Weston-Elgin		COUNTY: Union
NAME OF JOB: Elgin Rock Production Project	KIND OF WORK: Rock Production	
CONTRACTOR: Portable Rock Production Company	CONTRACT NUMBER: 9943	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 28, 1984	DATE WORK STARTED: September 5, 1984	ESTIMATED COMPLETION DATE: September 17, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 103,393.50	SPECIFIED COMPLETION DATE: July 31, 1985	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 94,363.50	ENGINEERING AUTHORIZATION $ 9,030.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 94,363.50	ENGINEERING COST TO DATE $ 1,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 12 %	DATE PROJECT WAS COMPLETED: September 17, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					3/8"-#10		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			–		
MILES PARTIALLY COMPLETED			–		
MILES COMPLETED			–		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			10,000 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			2		
HOURS PER SHIFT			10		

EQUIPMENT USED DURING THE WEEK:

Crusher, D-9 Cat dozer, 2 loaders, 3 belly dumps

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	1		
MONDAY	Showers	1		
TUESDAY	Showers	1		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work.
MONDAY	Crushing 3/8"-#10 and hauling to stockpile.
TUESDAY	Crushing 3/8"-#10 and hauling to stockpile. Finished all work today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED M J Johnson, LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Ladd Canyon-N. Powder Sec, 9944
Old Oregon Trail Hwy. W. N. Powder
(pavement rehabilitation)

9 1 + +

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/ Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-11-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); [illegible]

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

5. OSHD 9864; ?. not complete

6. OSHD 9877 not complete

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

9. OSHD 9004; and ?.

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O'Halloran

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9977

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, 9877, 9865, 9855, 9854, 9846, 9953, and 9935 as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Haavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);

2. OSHD 9877, Linn/Lane, California State Line;

3. OSHD 9865, Beaverton/Tigard Highway;

4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;

6. OSHD 9944, Ladd Canyon;

7. OSHD 9953, Sunset-Pacific Coast Highway;

8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henry for info
Deferred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

September 5, 1986

CON 5 - 9944

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Contract No. 9944 awarded to R. A. Hatch Co. for pavement rehabilitation on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County was completed on May 15, 1986, and accepted by the State Highway Division on August 25, 1986.

Final payment in the amount of $37,447.01 will be released to the contractor in care of Jon Elmgren, The American Insurance Company, 2121 Fourth Avenue, Suite 1100, Seattle, WA 98121 after September 10, 1986. The total contract amount is $1,252,924.56 (including $588.18 in force account).

You were advised previously that claims have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

slp
cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Jon Elmgren
The American Insurance Co.
2121 Fourth Avenue, Suite 1100
Seattle, WA 98121

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

FIREMAN'S FUND
INSURANCE COMPANIES
Seattle Branch Office
2121 4th Avenue
Seattle, WA 98121
(206) 728-5100

James M.F. Henderson
Resident Vice President

August 11, 1986

Dept. of Transportation, Highway Division
Attn: O. B. Jackmond, P.E.
Highway Division, Construction Section
1158 Chemeketa Street N.E.
Salem, OR 97310

RE: CONTRACT NO: 9944
PRINCIPAL: R. A. Hatch Company
PROJECT: Ladd Canyon--N. Powder Section

Dear Mr. Jackmond:

Our principal is forwarding you a letter requesting payments to R. A. Hatch Company be forwarded to The American Insurance Company to my attention. Please see that the payments are processed in accordance with our principal's request and sent to The American Insurance Company.

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren
Sr. Surety Claims Specialist

JE/cre11

cc: R. A. Hatch Company
Attn: Jerry Johnston
P. O. Box 6179
Bend, OR 97708

Allen, Kilmer, et al
Attn: Robert O'Halloran
1001 S.W. 5th Avenue, Suite 1600
Portland, OR 97204

RECEIVED
SEP 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henry

CE ..... CAE ..... J
COE ..... OM .....
OE .....
CA .....
CAM .....
EEO .....

RECEIVED
AUG 13 1986
CONSTRUCTION
SECTION

TC .....
SA ..... CC .....
FE ..... CP .....
PQC .....
CCS .....
FILE .....

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

August 7, 1986

In Reply Refer to File No.

CON 5
9944

The American Insurance Company
2121 Fourth Avenue, Suite 1100
Seattle, WA 98121

Attn: Jon Elmgren

Gentlemen:

Re: Principal: R. A. Hatch Co.
Obligee: Oregon Department of Transportation
Project: Old Oregon Trail
Ladd Canyon-North Powder
Contract No. 9944
Bond No.: SC643 41 02

Enclosed is a copy of a letter of July 31 from R. A. Hatch Co. concerning the above project. The American Insurance Company, surety on this contract, has apparently entered into an agreement covering arrangement and forbearance with R. A. Hatch Co. on this project.

If it is the desire of The American Insurance Company to have payment(s) made under this contract, as instructed by R. A. Hatch Co., please forward your request, together with a copy of the agreement between The American Insurance Company and R. A. Hatch Co.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

Attach.

vbc: Bruce Walton

08055m

RECEIVED
SEP 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Hemmy

R.A.Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

July 31, 1986

Department of Transportation
Oregon State Highway Division
Attn: O. B. Jackmond, P.E.
Highway Division, Construction Section
1158 Chemeketa Street NE
Salem, OR 97310

Re: Contract: DOT Contract No. 9944
Principal: R. A. Hatch Co.
Project: Ladd Canyon - N Powder Section

Dear Mr. Jackmond:

Please mail all checks or vouchers for payment due on the referenced contract to R. A. Hatch Co. in care of Jon Elmgren, The American Insurance Company at 2121 Fourth Avenue, Suite 1100, Seattle, WA, 98121. Make the check(s)/voucher(s) payable to the undersigned.

In accord with an agreement covering arrangement and forbearance made between the undersigned and The American Insurance Company, this direction is irrevocable. Therefore, please do not deviate from this direction unless you receive written consent to any change from The American Insurance Company.

We appreciate your cooperation.

Sincerely,

R. A. HATCH CO.

Gerald B. Johnston
Controller/VP

GBJ:ecy

RECEIVED
SEP 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jon Elmgren

RECEIVED
AUG 1 1986
CONSTRUCTION SECTION

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
IR-84-6(11)276	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		40046	Union

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
August 1, 1986	Interstate 84	6

10. GENERAL LOCATION:

Ladd Canyon - North Powder Section

11. GENERAL DESCRIPTION OF WORK

Repair terminal expansion joint.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS XXXXXXXXXXXXXXXXXX
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/1/86 as requested in Mr. Fredrickson's letter of 8/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $5,000; Federal Funds $4.611.

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
Potter
FOR
Info | Inves | R/D | S/R | Sign | Cal | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/4/86	Todd Eastmond	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9944

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9944

TO: Commission Services

DATE: August 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9944 , On Site Work Substantially Completed September 30, 1985
All Work Completed	May 15, 1986
Project	Ladd Canyon-North Powder
Highway	Old Oregon Trail
County	Union
Type of Work	Pavement Rehabilitation
Contractor	R. A. Hatch Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9/5

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125.1387

9944 CL 1986-0227

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

June 24, 1986

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

Attention: Joe Martin

We have received your letter dated June 11, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Dirt & Aggregate Interchange, Inc.
AMOUNT:	$1,946.27
AGAINST (PRIME CONTRACTOR):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

NOTED ON CARD
7-10-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

June 11, 1986

OREGON STATE HIGHWAY DEPT.
Room 121, Transportation Bldg.
Salem, Oregon 97310

ATTENTION: Robert Gormsen
Mgr.,Commission Services

RE: Claim Against Payment Bond
O.S.H.D. Contract No. 9944
Ladd Canyon-North Power
Prime Contractor: R.A. Hatch Co.

Dear Sir:

We hereby give notice that we have a claim against R. A. Hatch Company's bond on the above referenced project for the following:

The sum of $ 1,946.27 for retention withheld from progress payments by the prime contractor.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Joe Martin
Guardrail Division Manager

JM/glp

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

CL 1986-0234

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

June 19, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9944

Dave Bowman
Rt. 1, Box 79
Baker, OR 97814

We have received your statement dated May 19, 1986, from Joe Schlieski concerning the following Highway Division contract:

FILED BY:	Dave Bowman
AMOUNT:	$660.68
FOR:	Truck rental
AGAINST (Prime Contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
7-8-86 ac

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

June 9, 1986

In Reply Refer to
File No.

The American Insurance Company
2121 4th Ave., Suite 1100
Seattle, WA 98121

CON 5
9944

Attn: Jon Elmgren

Dear Mr. Elmgren:

Re: R. A. Hatch Company
OSHD Contract No. 9944

We are requesting information on the release of your Company's hold on the funds due the R. A. Hatch Company on OSHD Contract No. 9944. This hold was put in force by your Western Union Mailgram of February 25, 1986, and my letter of March 3, 1986.

We have received your release on five of the six projects covered by your February request by letters dated March 12, 1986.

The final payment documents are being prepared on Contract No. 9944 at this time; final payment will be made upon receipt of your release on the funds.

We would appreciate your early response to this matter.

Sincerely,

NOTED
W. E. SCHWARTZ

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:BMW:mk

cc: R. A. Hatch Co.
Carroon & Black of Oregon
W. E. Schwartz
Jack Sollis
W. E. Skoog

RECEIVED
STATE HWY ENGR
JUN 9 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

734-2023 (2-85)

STATEMENT

FROM Dave Bowman (503) 523-6641
Rt. 1 Box 79
Baker, OR 97814 5/19 86
TO R.A. Hatch Co. / Ladd Canyon Job
P.O. Box 6179
Bend. OR 97708
$ 34.50/hour

8/28; 8/29; 9/3/85
17 hours 586.50

10	3	Fin chg. 1.5%	880	595.30
11	3	"	893	604.23
12	3	"	906	613.29
1	3	"	920	622.49
2	3	"	933	631.82
3	3	"	948	641.30
4	3	"	962	650.92
5	3	"	976	660.68

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

x 9944

June 2, 1986

CON 5 - 9944

Dice Construction, Inc.
P. O. Box 5933
Bend, OR 97708

Thank you for your note of May 27, 1986, advising us that you have received payment for your claim against R. A. Hatch Co.

You state this was in connection with Contract No. 9944 for pavement rehabilitation on the Ladd Canyon-North Powder Section of the Old Oregon Trail.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Cormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 4-25-86; CL 1986-0170

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
6-2-86
azm

To Department of Transportation
Commission Services
Salem, Oregon

From Dice Construction, Inc.
P. O. Box 5983
Bend, Oregon 97708

Subject Claim filed against R. A. Hatch Co. - OSHD Contract # 9944

Date May 27, 1986 19

This letter is to advise you that the Fireman's Fund Insurance Co. has paid us for the amount of our claim against tne R. A. Hatch Co. There was a deduction for a diesal charge of $105.00 which we agree with and the check amount was $3,930.00, received 5-27-86.

Thank you for your assistance in this matter.

RECEIVED
MAY 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Signed

WilsonJones
185

9944

May 15, 1986

CON 5 - #9944

Rogers Asphalt Paving Co.
P.O. Box K
La Grande, OR 97850

Attention: Don Hampton

Thank you for your letter of April 10, 1986, advising us that you have received payment in full from R. A. Hatch.

You state this was in reference to a claim filed against R. A. Hatch on Contract No. 9944 for pavement rehabilitation on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County.

This information will be noted in our records, and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5-15-86 CB

9 1 4 4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

April 25, 1986
IN REPLY REFER TO
HFO.4/5-OR

RECEIVED
STAT HWY ENGR
APR 28 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

W&S
TFT

Dear Mr. Rulien:

Oregon Project IR-84-6(11)276
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Price Agreement No. 12

We have reviewed Price Agreement No. 12 and the supporting documents submitted with Mr. Fredrickson's memorandum of February 28, 1986.

This Price Agreement would provide reimbursement for work that is the contractor's responsibility under the tenet of good workmanship, that is, an acceptable ride. Therefore, this work is not eligible for Federal-aid participation, and as such, we are returning this Price Agreement to Mr. Fredrickson not approved.

Sincerely yours,

D. K. Hammer
for Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const) w/PA No. 12
OSHD (G. A. Potter, Program)

CL 1986-0170

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

April 23, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9944

Dice Construction, Inc.
P.O. Box 5983
Bend, OR 97708

We have received your letter dated March 14, 1986, with documentation, filing a claim against the following Highway Division contract:

FILED BY:	Dice Construction, Inc.
AMOUNT:	$4,035
AGAINST (PRIME CONTRACTOR):	R. A. Hatch Co.
CONTRACT NO:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

RECEIVED
APR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

Dice Construction, Inc.
P. O. Box 5983
Bend, Oregon 97708
(503) 382-9187

March 14, 1986

Mr. Robert Gormsen, Manager
Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

We are requesting that you file a claim against the R. A. Hatch Co. for services completed on OSHD Contract # 9944, Ladd Canyon - North Powder Section, in the amount of $4,035.00.

We have previously sent documentation to your office regarding these receivables.

Thank you for your consideration in this matter.

Sincerely,

Dennis C. Dice
President
Dice Construction, Inc.

FIREMANS FUND INSURANCE COMPANIES

☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

PROOF OF CLAIM
CONSTRUCTION CONTRACT

State of Oregon

County of Deschutes

I, Dennis C. Dice (Name of Affiant), the President (Position in firm) of Dice Construction, Inc. (Name of Claimant)

of P. O. Box 5983, Bend, Oregon 97708 (Address), on behalf of said firm, hereby state

under oath that said firm between the dates of July 6, 1985 and September 28, 1985 furnished, sold and

delivered equipment rental; construction management (Describe services or material) to R. A. Hatch Co. (Name of contractor and/or subcontractor if any) for the

construction of Ladd Canyon - N. Powder; #9914 (Identify contract) in accordance with a ☐ Subcontract or ☐ Purchase Order,

~~Dated~~ verbal agreement, ~~a copy of which is attached hereto,~~ for the agreed price of $10,097.00

none of which has been paid except $6,062.00 (State total paid), and leaving a balance due of $4035.00

Attached hereto are ☐ XX invoices, ☐ delivery tickets and a statement showing the deliveries or progress estimates furnished

R. A. Hatch Co. (Contractor) and the amount due to claimant therefor; that said firm served notice of said balance due

it by Registered Mail dated March 10, 1986 on ☒ Surety ☒ Contractor ☒ Owner, (copies attached), that there is no

just credit nor offset due against said balance and that said firm made no assignment of any part of said balance except to

N/A; and that there are no liens or encumbrances against said balance except

that of N/A; that said firm has paid in full for all labor and material furnished and

supplied it for said job except the claims of the persons or firms whose names and addresses and amounts due to them are as follows,

The foregoing information is furnished to the surety in support of affiant's claim and if is understood that the furnishing of this form or the acceptance and/or retention thereof by the surety does not constitute a waiver of any of the terms of the surety's bond nor of any defenses the surety may have, nor an admission of liability thereunder.

Sworn to and subscribed before me

this 7th day of March 19 86

Kristie Chick
Notary Public

My Commission Expires 12-18-87

SIGNED _____
Affiant's Signature

Dennis C. Dice
President, Dice Construction, Inc,

408012—11-66

(THIS FORM SHOULD BE EXECUTED IN ~~TRIPLICATE~~)

FIREMANS FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

March 4, 1986

Dice Construction, Inc.
Attn: Dennis C. Dice, President
P.O. Box 5983
Bend, OR 97708

RE:
OUR FILE:	H864S-545322
SUB FILE NO:	4
BOND NO:	SC 643 41 02
PRINCIPAL:	R. A. Hatch Company
OBLIGEE:	OSHD
PROJECT:	Ladd Canyon - N. Powder Section, #9944
SUBJECT:	claim against contractors bond

Dear Mr. Dice:

This letter is written to acknowledge receipt of your claim on the above referenced project.

In order to expedite the handling of your claim, we enclose our Proof-of-Claim forms which we ask you to complete, retaining a copy for your own records. We request that you include with the Proof of Claim your supporting documentation and an adding machine tape run on the invoices submitted. Upon receipt of the requested information, your claim will be given prompt consideration.

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Senior Surety Claims Specialist

PS10048

0.*

1,980.00+
2,565.00+
5,072.00+
480.00+
10,097.00*

10,097.00+
990.00-
5,072.00-
4035.00*

0.*

P. O. Box 5983
BEND, OREGON 97708

(503) 382-9187

1096

TO R.A. Hatch Co.
P.O. Box 6179
Bend, Oregon 97708

#166

DATE July 29, 1985 JOB NO. 9941

JOB NAME I-84 Freeway Repair

JOB LOCATION North Powder-Laurendo Secti

TERMS

	DESCRIPTION	PRICE	AMOUNT
	Construction Management		1,980.00

pd 990.00
9-15-85
CK# 12502

Billing CK# 33/25
Pymt CK# 34/13

R.A. HATCH CO. • P.O. BOX 6179 • BEND, OREGON 97708 • (503) 382-8418

PAID TO: DICE CONSTRUCTION, INC. ON 9/13/85 WITH CHECK NUMBER 12502

INVOICE NO.	AMOUNT
1096	1,980.00
1096ADJ	990.00-

INVOICE NO.	AMOUNT

INVOICE NO.	AMOUNT

TOTAL CHECK AMOUNT 990.00

DUPLICATE

Thank You

BEND, OREGON 97708

(503) 382-9187

1102

TO

E. A. Slater Co.

P. O. Box 679

Bend, Ore, on 97708

DATE 9-1-88 JOB NO. 8811

JOB NAME 1-5A Tree [illegible]

JOB LOCATION North Fork Alternate [illegible]

TERMS

	DESCRIPTION	PRICE	AMOUNT
	Construction Management		[illegible]

Billing CRS 34/28

E. L. Cameron
Red Bluff
1-916-527-3241

DUPLICATE

Thank You

P. O. Box 5983
BEND, OREGON 97708

(503) 382-9187

1119

TO R. A. Hatch Co.
P. O. Box 6179
Bend, Or. 97708

(402 Equip Rental)

DATE 9-30-85

JOB NO. 99

JOB NAME I-80 Interch...

JOB LOCATION No. Idaho Interch...

TERMS

	DESCRIPTION	PRICE	AMOUNT
5,072 Sq.	Ft. Concrete poured with Barber Greene slip-former	1.00	

- EQUIP RENTAL -
Acct # 402

Billing Ck 34/9
Pymt Ck 35/29

- PAID -

R.A. HATCH CO. • P.O. BOX 6179 • BEND, OREGON 97708 • (503) 382-8418

PAID TO: DICE CONSTRUCTION, INC. ON 11/21/85 WITH CHECK NUMBER 12866

INVOICE NO.	AMOUNT	INVOICE NO.	AMOUNT	INVOICE NO.	AMOUNT
1118	5,072.00				

Recd 11-26-85

TOTAL CHECK AMOUNT 5,072.00

DUPLICATE

Thank You

BEND, OREGON 97708

(503) 382-9107

TO

K. A. Balch Co.

P. O. Bo 6179

Bend. Oregon 97708

1116

DATE 9-30-85 JOB NO. 211

JOB NAME J-80 Pres

JOB LOCATION No. Louder Log pole

TERMS

DESCRIPTION	PRICE	AMOUNT
Construction Management		330.
Billing CKS 34/29		

DUPLICATE

Thank You

April 23, 1986

CON 5 - #9944

Gleaves Swearingen Larsen & Potter
Law Offices
P.O. Box 1147
Eugene, OR 97440

Attention: Fritz A. Batson

We have received your letter of March 12, 1986, on behalf of Farwest Rebar concerning a claim against Contract No. 9944 with R. A. Hatch Company.

Farwest Rebar filed this claim in the amount of $57,968.01 with our office and, under Oregon law, we filed it with the Secretary of State.

The State has a policy not to withhold payments to contractors or make payments to claimants. We would suggest that you contact the surety, Mr. Jon Elgren of the American Insurance Company, 2121 4th Avenue, Suite 1100, Seattle, WA 98121.

We are forwarding your letter to Mr. Elgren and to the surety's Portland Office.

Robert W. Gormsen
COMMISSION SERVICES

cc: American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

American Insurance Company
Attn: Mr. Jon Elgren
2121 4th Ave., Ste. 1100
Seattle, WA 98121

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

LAW OFFICES
GLEAVES SWEARINGEN LARSEN & POTTER

VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
THOMAS B. RUSSELL
WILLIAM H. MARTIN

MARTHA J. RODMAN
JON V. BUERSTATTE
FREDERICK A. BATSON
E. JAY PERRY
JOHN A. MAGLIANA
JOSEPH W. WEST
PETER C. MCKITTRICK
GREGORY E. PRICE

OF COUNSEL
RONALD W. HUSK

975 OAK STREET, EIGHTH FLOOR
EUGENE, OREGON 97401
TELEPHONE
(503) 686-8833
CORRESPONDENCE
P.O. BOX 1147
EUGENE, OREGON 97440
TELECOPIER
(503) 342-3638

LAWRENCE T. HARRIS (1873-1960)
EDWARD A. BUTLER (1905-1981)

March 12, 1986

Oregon State Department
of Transportation
955 Center, NE
Salem, OR 97301

Re: Farwest Rebar's Bond Claim Against R. A. Hatch;
Oregon Department of Transportation Contract No. 9944
Project No. IR-84-6(11)276

This firm represents Farwest Rebar on the above-referenced matter. As you may be aware from the Notice of Claim (a copy of which is enclosed) by Farwest Rebar against the Bond in the above-referenced project, Farwest Rebar has not been paid for materials it supplied to R. A. Hatch Co.

We understand there is still some retainage remaining on this project and under the ODOT Standard Specifications for Highway Construction §107.28 the State has the right to pay unpaid materialmen and offset that amount against amounts not yet paid to the contractor. Farwest Rebar hereby requests that the state exercise this right. Farwest Rebar quite frequently bids on public projects and if it is not paid on time on a consistent basis, Farwest Rebar must, of necessity, include the costs of difficult collections in its bids. Lately Farwest has been encountering increasing difficulty in getting paid on state jobs. It is likely this difficulty will result in higher bids by Farwest and other suppliers on state projects. As a result, the State is hurt when materialmen are not paid on a public project. Therefore, we respectfully request that the State exercise its right to make sure that materialmen get paid as allowed by ODOT Standard Specifications §107.28.

Farwest Rebar would appreciate whatever assistance you may provide to us in getting Farwest paid for the materials it provided for use on a public project which benefits the State.

Sincerely,

Fritz A. Batson

FAB:kmr
cc: Client
Enclosure

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST STEEL
Corporation

February 26, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Fifty Seven Thousand Nine Hundred Sixty Eight and 01/100 Dollars ($57,968.01) against the bond taken from R.A. Hatch Co. as principal, and American Insurance Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 9944, Project No. IR-84-6(11)276, Pavement Rehabilitation, Ladd Canyon-North Powder Sec., Old Oregon Trail Highway, Union County, Oregon.

Dated this 26th day of February, 1986.

Farwest Rebar Co.

Richard E. Jones
Executive Vice President
General Manager

REJ/sh

COPY

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

4144 — Final — Report # 43 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ladd Canyon – North Powder		WEEK ENDING: March 22, 1986
		SECTION PREFIX: 631-1023
HIGHWAY: Old Oregon Trail		COUNTY: Union
NAME OF JOB	KIND OF WORK: Pavement Rehabilitation	
CONTRACTOR: R. A. Hatch Co.	CONTRACT NUMBER: 9944	FEDERAL AID PROJECT NUMBER: IR-84-6(11)276
DATE OF CONTRACT: January 2, 1985	DATE WORK STARTED: May 20, 1985	ESTIMATED COMPLETION DATE: August 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,299,998.25	SPECIFIED COMPLETION DATE: August 31, 1985	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $1,207,553.93	ENGINEERING AUTHORIZATION: $92,444.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,207,553.93	This Week ENGINEERING COST TO DATE: $95,548.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: Sept. 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16		0		
MONDAY 17		0		
TUESDAY 18		0		
WEDNESDAY 19		0		
THURSDAY 20		0		
FRIDAY 21		0		
SATURDAY 22		0		F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	
MONDAY 17	This Week: Preparing Final Records.
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 22	

REMARKS

Completion date 9/30/85

Will submit Final Records to Region 3-21-86

SIGNED Joseph A. Schliesh LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

March 21, 1986

CON 5
#9944

Chevron U.S.A. Inc.
P.O. Box 5044
San Ramon, CA 94583-0944

Attention: Marvin L. Mizis

This is in response to your note added to a letter dated February 12, 1986, to The American Insurance Company Contract No. 9944 with R. A. Hatch Company concerning the Ladd Canyon-North Powder Section on the Old Oregon Trail in Union County.

Attached is a copy of a letter mailed to your Concord office filing the claim.

If you have any questions, please call me at 378-6526.

Robert W. Gorsmen
COMMISSION SERVICES

FKN:cc

February 10, 1986

CON 5
#9944

Chevron U.S.A. Inc.
P.O. Box 9400
Concord, CA 94524

Attn: Allison Ford

We have received your letter dated January 13, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Chevron U.S.A. Inc.
AMOUNT:	$46,902.82
FOR:	Materials
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Cormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

FKN:jk

Chevron U.S.A. Inc.
6001 Bollinger Canyon Road, San Ramon, California 94583-2398
Mail Address: P.O. Box 5044, San Ramon, CA 94583-0944
Telex D-SRMN-PARK • Fax (415) 842-2611

Law Department
Marvin L. Mizis
Counsel
(415) 842-2576

February 12, 1986

files

Mr. John Elmgren, Bond Claims Supervisor
The American Insurance Company
2121 4th Avenue-Suite 1100
Seattle, WA 98121

9944

Re: Prime Contractor: R. A. Hatch Co.
Project: Ladd Canyon--North Powder Section
Amount of Claim: $46,902.82

Dear Sir:

In support of this Company's claim against the bond covering the above job, enclosed are copies of the invoices totalling the amount of the claim. If you need further information please let me know; otherwise, we look forward to receiving a check, and of course, any necessary formal proofs or releases will be given immediate attention.

Thank you for your assistance with this matter.

Very truly yours,

Marvin L. Mizis

Marvin L. Mizis

MLM:bmf

cc: Mr. Robert W. Gormsen, Commission Services
Oregon Department of Transportation
Transportation Bldg.
Salem, OR 97310

We will appreciate the assistance of your office in securing the attention of the surety to the payment of this matter. Thank you.

Marvin L. Mizis

Marvin L. Mizis

Claim letter from Chevron in amt of $46,902.82 filed on 1-13-86.

fran

RECEIVED
FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX R, CONCORD CA, 94524

DUNS: 00-914-0559

SHIP TO: R A HATCH CO INC
F O B MILLBRIDGE
PORTLAND OR 97201

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE — PAGE 1
CHARGE SALE - NORMAL
INVOICE NO. 501595
DELIVERY DATE 09/03/85
ACCOUNT NO. 3943962

DLVRED FROM ASPHALT - HILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
CONTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 518578

0 ♦ 102 OR-97708-09-1272585-000093-090585-$-$-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	SLS TAX	H	MVF	QUANTITY	PRICE	AMOUNT
	BULK	AR-4000W/BA .26-.5ADDITIVE							28.93	174.50	5048.29
		INVOICE TOTAL									5048.29

PAYMENT DUE ON OR BEFORE 09/03/85

PRICE INCLUDES 0.50% ADDITIVE @ $1.50 FOR EACH 0.1% ADDITIVE.

CUSTOMER

TC	CMS	PRE CMS	TRADE CLASS	STAT AREA	
100	3943962	00853470777	8300000	1272585	J11

BATCH	PASS NO	ACT MON	INVENTORY	DISPATCH	INV PREP
000093	102	09	1272585	1272585	09/05/85

NATION	STATE	CNTY	LOCAL TAX	JURIS	ALT TAX	JURIS	FRT C/C	ORDER	BILL	PRICE	HOL
US	OR	51	6480	6480	0		4	01 00	1	0	

AUTHORITY RNA/JES 09/05 09:59

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS			FET PRICE DIFF	DEL
	ORDERED QTY	U/M	DISC RATE	800	800	8CH TBA 8CH	ORDER PRICE	DIFF
G	28.93	60	5.2				0 4091	5956
	28	TS		04	3	00 00	0	

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FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX R. CONCORD CA. 94524

BUS: 00-914-0559

SHIP TO: R A HATCH CO INC
F O B HILLSBRIDGE
PORTLAND OR 97201

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 3000478
DELIVERY DATE 08/04/85
ACCOUNT NO. 3943962

RLYRED FROM ASPHALT - HILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
CONTR BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 518579

PAGE 1

TC	CMS	CUSTOMER PRE CMS	TRADE CLASS	STAT AREA	.H01
100	3943962	00853470777	8300000	1272585	

BATCH	PASS NO	ACT MON	INVENTORY	DISPATCH	INV PREP
000093	102	09	1272585	1272585	09/03/85

NATION	STATE	CNTY	LOCAL TAX	JURIS	ALT TAX	JURIS	FRT C/C	ORDER	BILL	PRICE	HDL
US	OR	51	6480	6480	0		4	01 00	1	0	

AUTHORITY RNA/JES 09/03 09:59

102 OR-97708-09-1272585-000093-090585-1-1-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	SLS TAX CD APP 1 2 3	QUANTITY	PRICE	AMOUNT
	BULK	AR-4000D/MIN .25-.5ADDITIVE					24.10	174.50	4205.45
		INVOICE TOTAL							4205.45

PAYMENT DUE ON OR BEFORE 09/04/85

PRICE INCLUDES 0.50% ADDITIVE @ $1.50 FOR EACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS			FET	PRICE DIFF	DEL
	ORDERED QTY	U/M	DISC RATE	SOD	SOD	SCH TBA	SCH	ORDER PRICE	DIFF
G	24.10	60	5.2				0	4091	5956
	24 TS			04	3	00	00	0	

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FEB 13 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

P.O. BOX R. CONCORD CA. 94524
DUNS: 00-914-0559

SHIP TO: R A HATCH CO INC
F O B HILLSBRIDGE
PORTLAND OR 97201

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 512262
DELIVERY DATE 09/05/85
ACCOUNT NO. 3943962

DLVRED FROM ASPHALT - HILLSBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 518723

PAGE 1

.C09

TO CUST NO. SUBSYSTEM SUB CUST NO. STATE STAT AREA
100 3943962 00853470777 8300000 1272585

BATCH PASS NO ACTION BUSINESS OPERATOR INV DATE
000097 102 09 1272585 1272585 09/06/85

NATION STATE CNTY LOCAL TAX AREA ALT TAX AREA PST C/S ORDER BILL PRICE HDL
US OR 51 0480 0480 0 01 00 0

AUTHORITY RNA/JES 09/06 11:31

0 + 102 OR-97708-09-1272585-000097-090685-+-+-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	VOLUME INCLUDED IN PRICE	SALES TAX INCLUDED IN PRICE FEDERAL STATE LOCAL	QUANTITY	PRICE	AMOUNT
		~~VR-10000-09-.20-.5ADDITIVE~~			28.72	174.50	5011.64

5011.64

INVOICE TOTAL

PAYMENT DUE ON OR BEFORE 09/05/85

PRICE INCLUDES 0.50% ADDITIVE @ $1.50 FOR
EACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS			PST PRICE DIFF	DEL
	ORDERED QTY	U/M	DISC RATE	SOD	SOD	SCH	TBA SCH ORDER PRICE	
G	28.72	60	5.2				0 4091	5956
	28	TS		04	3	00	00 0	

RECEIVED
FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX R, CONCORD CA, 94524
DUNS: 00-914-0559

SHIP TO: R A HATCH CO INC
F O B HILLSBRIDGE
PORTLAND OR 97201

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 522686
DELIVERY DATE 09/07/85
ACCOUNT NO. 3943962

DLVRED FROM ASPHALT - HILLSBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 518814

PAGE 1

IC CMS SUBSYSTEM SHIP CMS STAT STAT AREA .B11
100 3943962 00853470777 8300000 1272585
BATCH PASS NO ACT NBR INVENTORY DISPATCH INV DATE
000100 102 09 1272585 1272585 09/09/85
NATION STATE CNTY LOCAL TAX AREA ALT TAX JURIS PST CAT ORDER BILL PRICE MDL
US OR 51 0480 0480 0 4 01 00 4 0

AUTHORITY RNA/JES 09/09 11:18

4

+ 102 OR-97708-09-1272585-000100-090985-*-*-00853470777

PACKAGE ID	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	SCH	TAX	TBA	BOF	QUANTITY	PRICE	AMOUNT
		~~AR-4000W/BA .20 .5ADDITIVE~~								28.06	174.50	4896.47
		INVOICE TOTAL										4896.47

PAYMENT DUE ON OR BEFORE 09/07/85

PRICE INCLUDES 0.50% ADDITIVE @ $1.50 FOR
HCH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS				PST PRICE DIFF		DEL DIFF
	ORDERED QTY	U/M	DISC RATE	SOD	SOD	SCH	TBA	SCH	ORDER PRICE	
G	28.06	60	5.2					0	4091	5956
	28	TS		04	3	00		00	0	

RECEIVED
FEB 18 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

P.O. BOX R, CONCORD CA, 94524
DUNS: 00-914-0559

SHIP TO: R A HATCH CO INC
F O B HILLBRIDGE
PORTLAND OR 97201

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 591705
DELIVERY DATE 09/10/85
ACCOUNT NO. 3943962

DLVRED FROM ASPHALT - HILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
CONTR BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 518920

TC 100 | CMP 3943962 | CUSTOMER 00853470777 | PLANT 8300000 | STAT AREA 1272585 | .K06
BATCH 000104 | PASS NO 102 | ACT MON 09 | INVENTORY PURPOSE 1272585 | DUE DATE 09/11/85
NATION US | STATE OR | CNTY 51 | LOCAL TAX JURIS 6480 | ALT TAX JURIS 6480 | PET CLS 0 | ORDER 4 | BILL 01 | PRICE 00 | HDL 0

AUTHORITY RNA/JES 09/11 09:19

PACKAGE NO.	KIND	PRODUCT DESCRIPTION	TAX RATE INCLUDED IN PRICE FEDERAL	STATE	LOCAL	SLT TAX INCLUDED IN PRICE	QUANTITY	PRICE	AMOUNT
	BULK	YR-1000000-RM .20 .5ADDITIVE					28.27	174.50	4933.12
		INVOICE TOTAL							4933.12

PAYMENT DUE ON OR BEFORE 09/10/85

PRICE INCLUDES 0.50% ADDITIVE @ $1.50 FOR
EACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS				PET PRICE DIFF		DEL
	ORDERED QTY	U/M	DISC RATE	SOD	SOD	SCH	TBA	SCH	ORDER PRICE	
G	28.27	60	5.2					0	4091	595F
	28	TS		04	3	00	00	0		

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COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

ORIGINAL INVOICE
CHARGE SALE NORMAL
INVOICE NO.
DELIVERY DATE
ACCOUNT NO

DLVRED FROM ASPHALT
FOB ORIGIN FREIGHT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
BRIDGE DOCUMENT NO.
BOL NO.

CUSTOMER
PRICING
TRADE CLASS
STATE AREA
BATCH
PASS NO
ACTION
INVENTORY
DISPATCH
NO. PREP
UNITS
NATION STATE
ORDER BY

PACKAGE
QTY KIND
PRODUCT DESCRIPTION
TAX RATES INCLUDED IN PRICE FEDERAL STATE LOCAL
SLS TAX IN $
QUANTITY PRICE
AMOUNT
NON BILLED QTY
TEMP GRAVITY
TAX EXCEPTIONS
PET PRICE DIFF
DEL
ORDERED QTY
U/M
DISC RATE
SOD
SOD SCH
TBA SCH
ORDER PRICE

INVOICE TOTAL

PAYMENT DUE IN OR BEFORE

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FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL INVOICE
CHARGE SALE NORMAL
INVOICE NO. 574297
DELIVERY DATE 09-14 XX
ACCOUNT NO. 1943962

DLVRED FROM ASPHALT WILLBRIDGE
FOB ORIGIN FREIGHT COLLECT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG. DOCUMENT NO. 519154
BOL NO. 9944

ACKAGE O KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	QUANTITY	PRICE	AMOUNT
	ADDITIVE				27.64	174.50	4827.18
							4821.18

INVOICE TOTAL

PAYMENT DUE ON OR BEFORE 09 14 XX

ADDITIVE @ $1.00 PER

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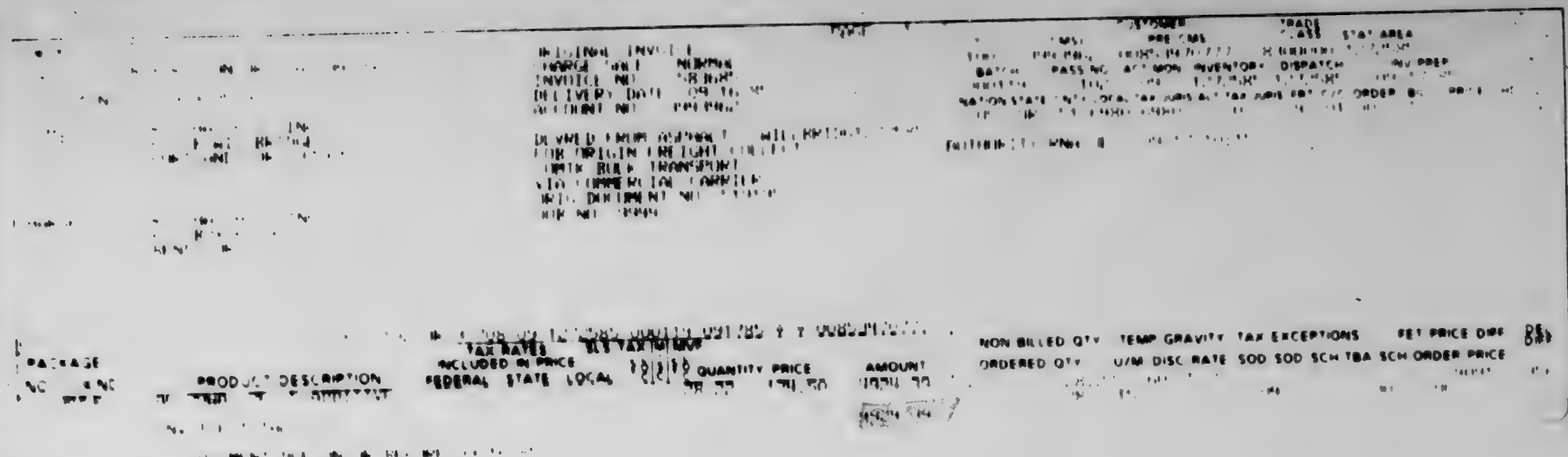
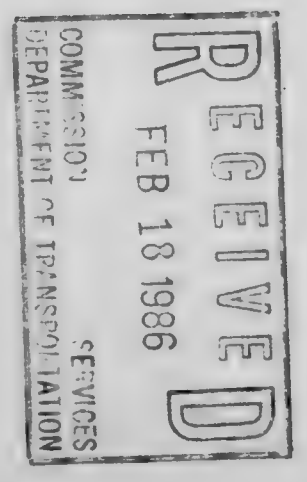
FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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FEB 18 1986
COMMISSION'S
SERVICES

P.O. BOX R, CONCORD CA, 94524

DUNS: 00-914-0559

SHIP TO: R A HATCH CO INC
F O B WILLBRIDGE
PORTLAND OR 97201

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 591873
DELIVERY DATE 09/17/85
ACCOUNT NO. 3943962

DLVRED FROM ASPHALT - WILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
CONTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 519299
JOB NO. ODOT 9944

TC	CMS	CUSTOMER PRE CMS	TRADE CLASS	STAT AREA	.DT1
100	3943962	00853470777	8300000	1272585	

BATCH	PASS NO	ACT MON	INVENTORY	DISPATCH	INV PREP
000116	102	09	1272585	1272585	09/18/85

NATION	STATE	CNTY	LOCAL	TAX JURIS	ALT TAX JURIS	FRT C/C	ORDER	BILL	PRICE	HDL
US	OR	51	6480	6480	0	4	01	00	1	0

AUTHORITY RNA/JES 09/18 10:05

102 OR-97708-09-1272585-000116-091885-*-*-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	SUB TAX	T	INV	QUANTITY	PRICE	AMOUNT
	BULK	AC-20HA .26-.5 ADDITIVE							9.31	174.50	1624.60
		INVOICE TOTAL									1624.60

PAYMENT DUE ON OR BEFORE 09/17/85

PRICE INCLUDES 0.50% ADDITIVE @ $1.50 FOR
ACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS				FET	PRICE DIFF	DEL DIFF
	ORDERED QTY	U/M	DISC RATE	SOD	SOD	SCH	TBA	SCH	ORDER PRICE	
G	9.31	60	5.2					0	4091	5956
	9	TS		04	3	00		00	0	

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FEB 18 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

P.O. BOX R. CONCORD CA. 94524

DUNS: 00-914-0559

PAGE 1

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 634121
DELIVERY DATE 09/23/85
ACCOUNT NO. 3943962

SHIP TO: R A HATCH CO INC
F O B WILLBRIDGE
PORTLAND OR 97201

DLVRED FROM ASPHALT - WILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 522052
PURCHASE ORDER NO. 9944

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

TC	CMB	COBYOWN PRE CMB	TRADE CLASS	STAT AREA
100	3943962	00853470777	8300000	1272585

BATCH	PASS NO	ACT MON	INVENTORY	DISPATCH	INV PREP
000127	102	09	1272585	1272585	09/24/85

NATION	STATE	CNTY	LOCAL TAX	JURIS	ALT TAX	JURIS	FRT C/C	ORDER	BILL	PRICE	HDL
US	OR	31	6480	6480		0	4	01	00	1	0

AUTHORITY RNA/JES 09/24 12:43

.605

0 • 102 OR-97708-09-1272585-000127-092485-1-1-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	DLR TAX	M	MVF	QUANTITY	PRICE	AMOUNT
	BULK	CHEVRON ASPH EMUL CRS-2 TS							26.03	135.00	3514.05
		INVOICE TOTAL									3514.05

PAYMENT DUE ON OR BEFORE 09/23/85

PRICE INCLUDES 0. % ADDITIVE @ $1.50 FOR EACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS				PET PRICE DIFF	DEL
	ORDERED QTY	U/M	DISC RATE	BOD	BOD	BCH	TBA	BCH ORDER PRICE	
G	26.03	60	8.1					0 4091	5956
	26	TS		04	3	00	00	0	

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COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

PAGE 1

P.O. BOX R, CONCORD CA, 94524

DUNS: 00-914-0559

SHIP TO: R A MATCH CO INC
F O B HILLBRIDGE
PORTLAND OR 97201

HARGE TO: R A MATCH CO INC
P O BOX 6179
BEND OR 97708

ORIGINAL INVOICE
CHARGE SALE - NORMAL
INVOICE NO. 642353
DELIVERY DATE 09/24/85
ACCOUNT NO. 3943962

DLVRED FROM ASPHALT - HILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 522145
PURCHASE ORDER NO. ODOT 9944

TC 100 CMB 3943962 CUSTOMER PRE CMB 008534707777 TRADE CLASS 8300000 STAT AREA 1272585 .G04
BATCH 000129 PASS NO 102 ACT MON 09 INVENTORY DISPATCH 1272585 1272585 INV PREP 09/25/85
NATION US STATE OR CNTY 51 LOCAL TAX JURIS 6480 ALT TAX JURIS 6-80 PET C/C 0 ORDER 4 BILL 01 PRICE 00 MDL 1 0

AUTHORITY RNA/JES 09/25 11:30

4 102 OR-97708-09-1272585-000129-092585-#-#-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	BLE TAX	H	INVP	QUANTITY	PRICE	AMOUNT
	BULK	CHEVRON ASPH EMUL CRS-1 TS							27.94	135.00	3771.90
		INVOICE TOTAL									3771.90

PAYMENT DUE ON OR BEFORE 09/24/85

RICE INCLUDES 0. % ADDITIVE @ $1.50 FOR
ACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP	GRAVITY	TAX EXCEPTIONS			PET PRICE DIFF		DEL DIFF
	ORDERED QTY	U/M	DISC RATE	SOD	BOD	SCH TBA	SCH	ORDER PRICE	
G	27.94	60	8.1				0	4091	5956
	27	TS		04	3	00	00	0	

RECEIVED
FEB 18 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

P.O. BOX R, CONCORD CA, 94524

DUNS: 00-914 0559

PAGE 1

CREDIT MEMO
FULL PRODUCT RETURN
DOCUMENT NO. 656787
DELIVERY DATE 09/24/85
ACCOUNT NO. 3943962

SHIP TO: R A HATCH CO INC
F O B WILLBRIDGE
PORTLAND OR 97201

DLVRED FROM ASPHALT - WILLBRIDG1272585
FOB ORIGIN FREIGHT COLLECT
COMTK BULK TRANSPORT
VIA COMMERCIAL CARRIER
ORIG DOCUMENT NO. 252738

CHARGE TO: R A HATCH CO INC
P O BOX 6179
BEND OR 97708

TC 100 | CMR 3943962 | EDI/ORDER PRO CMR 00853470777 | TRADE CLASS 8300000 | STAT AREA 1272585 | D13

BATCH 000131 | PASS NO 202 | ACT MON 09 | INVENTORY DISPATCH 1272585 1272585 | INV PREP 092785

NATION STATE CNTY LOCAL TAX JURIS ALT TAX JURIS PET C/C ORDER BILL PRICE HDL
US OR 51 6480 6480 0 4 31 00 1 0

0 - 202 OR-97708-09-1272585-000131-092785-*-*-00853470777

PACKAGE NO	KIND	PRODUCT DESCRIPTION	TAX RATES INCLUDED IN PRICE FEDERAL	STATE	LOCAL	B&B TAX	H	MVF	QUANTITY	PRICE	AMOUNT
	BULK	CHEVRON ASPH EMUL CRS-1 TS							4.73-	135.00	638.55-
		INVOICE TOTAL									638.55-

PRICE INCLUDES 0. % ADDITIVE @ $1.50 FOR
EACH 0.1% ADDITIVE.

	NON BILLED QTY	TEMP GRAVITY	TAX EXCEPTIONS				PET PRICE DIFF	BAL
	ORDERED QTY	U/M DISC RATE	BOD	BOD	BCH	TBA	BCH ORDER PRICE	DUE
G	4.73-	60 8.1					0 4091	5956
	4 TS		04	3	00	00	0	

Cr'd.
2

RECEIVED
FEB 18 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

CL 1986-0105
9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1986

FILED
MAR 26 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5
#9944

Farwest Rebar Company
P.O. Box 889
Eugene, OR 97440

Attention: Richard E. Jones
Executive Vice President
General Manager

We have received your Notice of Claim dated February 26, 1986, against the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$57,968.01
FOR:	Fabricated reinforcing steel
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been filed.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CS

FARWEST STEEL
Corporation

February 26, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Fifty Seven Thousand Nine Hundred Sixty Eight and 01/100 Dollars ($57,968.01) against the bond taken from R.A. Hatch Co. as principal, and American Insurance Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 9944, Project No. IR-84-6(11)276, Pavement Rehabilitation, Ladd Canyon-North Powder Sec., Old Oregon Trail Highway, Union County, Oregon.

Dated this 26th day of February, 1986.

Farwest Rebar Co.

Richard E. Jones
Executive Vice President
General Manager

REJ/sh

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State, Barbara Roberts
State Capital Building, Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Fifty Seven Thousand Nine Hundred Sixty Eight and 01/100 Dollars ($57,968.01) against the bond taken from R.A. Hatch Co. as principal, and American Insurance Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 9944, Project No. IR-84-6(11)276, Pavement Rehabilitation, Ladd Canyon-North Powder Sec., Old Oregon Trail Highway, Union County, Oregon.

Dated this 26th day of February, 1986.

Farwest Rebar Co.

Richard E. Jones
Executive Vice President
General Manager

COPY

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REJ/sh

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: R.A. Hatch Co.
P.O. Box 6179
Bend, Oregon 97708

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO. has a claim in the sum of Fifty Seven Thousand Nine Hundred Sixty Eight and 01/100 Dollars ($57,968.01), due against the bond taken from R.A. Hatch Co., as principal and American Insurance Company as surety, for the work or labor and materials performed or furnished by us on the ODOT Contract No. 9944.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

FABRICATED REINFORCING STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above-described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 9944
Project No. IR-84-6(11)276
Pavement Rehabilitation
Ladd Canyon-North Powder Sec.
Old Oregon Trail Highway
Union County, Oregon

That said materials and/or labor were furnished to and received by R.A. Hatch Co. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.
That the last performance of labor and/or furnishing of materials by the undersigned was on the 15 day of August 1985, which labor was performed and/or materials were furnished as follows:

FABRICATED REINFORCING STEEL

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 26th day of February, 1986.

COPY

Farwest Rebar Co.
Post Office Box 889
Eugene, Oregon 97440

Richard E. Jones
Executive Vice President
General Manager

RFJ/sh

PURCHASE ORDER

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708

(503) 382-8418

RECEIVED
APR 9 11 AM '85

4002

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages.

6824

TO
Farwest Rebar Inc.
P.O. Box 889
Eugene, OR 97440

DATE	REQUISITION NO.
4/8/85	

SHIP TO
North Powder ODOT Contract
No. 9944

REQUISITIONED BY	WHEN SHIP TO	SHIP VIA	F.O.B. POINT	TERMS
MDD	As needed	your Trucks	Jobsite	

QTY. ORDERED	QTY. RECEIVED	STOCK NO. / DESCRIPTION	UNIT PRICE	TOTAL
		See Attached Quote:		
		Note: Needed approx May 15, 1985		

1. Please send 3 copies of your invoice.
2. Order is to be entered in accordance with prices, delivery and specifications shown above.
3. Notify us immediately if you are unable to ship as specified.

AUTHORIZED BY

ORIGINAL

FAB SHOP:
303 SOUTH 5TH
SPRINGFIELD, OREGON

FARWEST REBAR CO.

Eugene, Oregon.

Phone 686-2000
Mailing Address: P. O. Box 889
Eugene, Oregon 97440

CONFIRMATION OF BID TO SUPPLY MATERIALS

TO: R.A. Hatch
P.O. BOx 18160
Portland, OR 97218
(Contractor)

DATE 1-7-85 BID NO. E841224
PROJECT Ladd Canyon - N. Powder 9944
LOCATION La Grande
OWNER
ENGINEER
ARCHITECT ODOT
PLANS DATED
ADDENDA ACKNOWLEDGED

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☒ Bid Confirmation

☐ Revision of Confirmation
Dated ....., 198__.

Estimated Quantity See Below

Estimated Start of Project Mar '85
Estimated Completion of Project Aug '85

BID CONFIRMATION

REINFORCED STEEL FABRICATED AS PER FABRICATION REQUIREMENTS OF THE PLANS AND SPECS. FURNISHED F.O. B. TRUCK JOBSITE, 48,000LB. MIN. LOTS.

B.I. 25 APPROX. 92 TONS 7,860SY UNIT PRICE.....$4.95/SY

CADWELD OPTION DEDUCT .....($ .05/SY)

B.I. 26 APPROX. 1/2 TON 24 LF UNIT PRICE.....$11.00/LF

EXCLUDES: Placing Accessories, Mech. Spl. Connections

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN; AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

4. **Details and Shop Drawings.** Reinforcing details will be supplied by Farwest Rebar Co. Placing plans will be furnished if required. If the aforementioned are approved by Contractor, architect or engineer, they shall be considered as a correct interpretation of the material to be furnished and all dimensions in respect thereto. Farwest Rebar Co. assumes no responsibility for design when it prepares such drawings from design or structural drawings furnished by other parties. Farwest Rebar Co. does not provide professional engineering services. Farwest Rebar Co. shall not be required to fabricate rebar or other materials until it receives written approval of its detailed drawings from the Contractor, architect, engineer, or other authorized person. In case of emergency or if Contractor demands fabrication or delivery prior to receipt by Farwest Rebar Co. of such written approval, Farwest Rebar Co. shall not in any manner be liable or responsible for failure of such fabricated rebar or materials to meet the needs or requirements.

BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described

(Contractor) ADDENDA _____ ACKNOWLEDGED

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☒ **Bid Confirmation** ☐ **Revision of Confirmation**

Dated ....., 198__.

Estimated Quantity See Below **Estimated Start of Project** Mar '85

Estimated Completion of Project Aug '85

BID CONFIRMATION

REINFORCED STEEL FABRICATED AS PER FABRICATION REQUIREMENTS OF THE PLANS AND SPECS. FURNISHED F.O. B. TRUCK JOBSITE, 48,000LB. MIN. LOTS.

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EXCLUDES: Placing Accessories, Mech. Spl. Connections

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN; AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

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BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project.

ALL OF THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THOSE CONTAINED IN THE SUBCONTRACT ENCLOSED, IF ANY, ARE INCORPORATED HEREIN AND MADE A PART OF THIS DOCUMENT.

If acceptance is not received by Farwest Rebar Co. within the time limit specified in Section 5 hereof, this quotation shall not be binding on Farwest Rebar Co.

FARWEST REBAR CO., A CORPORATION

By Robert Kristensen

Robert H. Kristensen

If this quotation covers materials f.o.b. truck jobsite in excess of $25,000.00, it must show approval of a corporate officer to be binding on Farwest Rebar Co.

ACCEPTED _____

BY _____

DATE _____

caw

TERMS AND CONDITIONS

1. **Terms and Application of Payment.** Selling terms are one-half of one percent discount if paid in full by the 10th of the month following the month in which the invoice is dated and the gross amount of the invoice is due and payable within 30 days from invoice date.

Service charges will be charged by Farwest, and Buyer agrees to pay the same, at the rate of two percent (2%) per month on all invoices not paid within the selling terms. Service charges will be charged for the number of days beyond selling terms and will be invoiced on a monthly basis for the number of days the invoice remained unpaid in the previous month. Service charges not invoiced and shown on a particular month end statement will be invoiced during the following month and shown on the following month end statement.

Payment will be applied by Farwest in accordance with CUSTOMER INFORMATION SHEET.

All materials shipped from warehouse shall be invoiced in accordance with our published schedule of weight, areas, bundles and standard lengths, which shall govern all settlements.

2. **Claims, Warranties.** All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant

obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whetner affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant hereto may be offset or in any manner otherwise applied by Contractor for obligations or alleged obligations of Farwest Rebar Co. to Contractor in connection with dealings or transactions (whether prior or concurrent) between or involving Farwest Rebar Co. and Contractor unless such offset or other application is expressly consented to in writing by the President of Farwest Rebar Co.

8. **Retainage.** No retainage of payment to Farwest Rebar Co. shall be allowed or permitted without the express written consent of the President of Farwest Rebar Co.

9 **Change Order.** If a change in the plans is required by Contractor or any other person, no steel or other material for such change shall be fabricated or delivered until the written change order is received and accepted by Farwest Rebar Co.

10. **Lien Rights.** Farwest Rebar Co. expressly retains all rights to record and foreclose liens on or to make claim or demand on any applicable bond as Farwest Rebar Co. may deem necessary or prudent.

11. **Remedies.** Except as otherwise stated herein, all purchases from Farwest Rebar Co. shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties and all other matters relating hereto shall be governed in accordance with the laws of the State of Oregon.

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

June 12, 1985

Mr. Mike Durbin
R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Re: Oregon Department of Transportation Construction Contract No. 9944 (Ladd Canyon-North Powder Project)

Dear Mike:

In accordance with our prior telephone conversations, this letter will confirm that Farwest Rebar Co. and R.A. Hatch Co. have agreed that for all deliveries by Farwest Rebar Co. relating to the above-described project, the first sentence in Section 1 of the Terms and Conditions of Farwest Rebar Co.'s Confirmation Of Bid To Supply Materials dated January 7, 1985, as Bid No. E841224 shall be amended to read as follows:

> "Unless otherwise specified in the subcontract form supplied herewith, if any, payment shall be net cash 60 days, or one-half of one percent discount if paid in full by the 10th of the month following the month in which invoice is dated."

This will also confirm that except as modified above, the terms and conditions of the subject Confirmation Of Bid To Supply Materials shall remain in full force and effect.

Please indicate your acknowledgement of our agreement modifying our contract by signing where indicated on the enclosed copy of this letter and returning it to me.

Sincerely,

Kent Claussen

Kent Claussen

/psr

Enclosure

I acknowledge our agreement modifying our contract by my signature below.

R.A. HATCH CO.

By _____
Mike Durbin

FAB SHOP:
303 SOUTH 5TH
SPRINGFIELD, OREGON

FARWEST REBAR CO.

Eugene, Oregon

Phone 686-2000
Mailing Address: P. O. Box 889
Eugene, Oregon 97440

CONFIRMATION OF BID TO SUPPLY MATERIALS

TO: R. A. HATCH

POST OFFICE BOX 6179

BEND, OREGON 97708

(Contractor)

DATE 09/18/85 **BID NO.** XXXXXX JOB NO. 6824
PROJECT N. POWDER-LADD CANYON
LOCATION N. POWDER
OWNER
ENGINEER ODOT
ARCHITECT
PLANS DATED
ADDENDA _____ **ACKNOWLEDGED**

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☐ **Bid Confirmation** ☐ **Revision of Confirmation**

Dated ....., 198__.

Estimated Quantity _____ **Estimated Start of Project** _____

Estimated Completion of Project _____

CHANGE #1

INCREASE CONT. REINFORCED CONCRETE PAVING FROM 7860 SQUARE YARDS TO 9123.3

BID ITEM 25

ADD 1263.3 SQUARE YARDS @ $ 5.99 / SQUARE YARD = $7,567.00

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

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BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project.

BEND, OREGON 97708

(Contractor)

OWNER _____
ENGINEER ODOT
ARCHITECT _____
PLANS DATED _____
ADDENDA _____ ACKNOWLEDGED

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☐ **Bid Confirmation**

☐ **Revision of Confirmation**

Dated ....., 198___.

Estimated Quantity _____

Estimated Start of Project _____

Estimated Completion of Project _____

CHANGE #1

INCREASE CONT. REINFORCED CONCRETE PAVING FROM 7860 SQUARE YARDS TO 9123.3

BID ITEM 25

ADD 1263.3 SQUARE YARDS @ $ 5.99 / SQUARE YARD = $7,567.00

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

4. **Details and Shop Drawings.** Reinforcing details will be supplied by Farwest Rebar Co. Placing plans will be furnished if required. If the aforementioned are approved by Contractor, architect or engineer, they shall be considered as a correct interpretation of the material to be furnished and all dimensions in respect thereto. Farwest Rebar Co. assumes no responsibility for design when it prepares such drawings from design or structural drawings furnished by other parties. Farwest Rebar Co. does not provide professional engineering services. Farwest Rebar Co. shall not be required to fabricate rebar or other materials until it receives written approval of its detailed drawings from the Contractor, architect, engineer, or other authorized person. In case of emergency or if Contractor demands fabrication or delivery prior to receipt by Farwest Rebar Co. of such written approval, Farwest Rebar Co. shall not in any manner be liable or responsible for failure of such fabricated rebar or materials to meet the needs or requirements.

BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project.

ALL OF THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THOSE CONTAINED IN THE SUBCONTRACT ENCLOSED, IF ANY, ARE INCORPORATED HEREIN AND MADE A PART OF THIS DOCUMENT.

If acceptance is not received by Farwest Rebar Co. within the time limit specified in Section 5 hereof, this quotation shall not be binding on Farwest Rebar Co.

ACCEPTED _____

BY _____

DATE _____

FARWEST REBAR CO., A CORPORATION

By Robert Kristensen
ROBERT H. KRISTENSEN

If this quotation covers materials f.o.b. truck jobsite in excess of $25,000.00, it must show approval of a corporate officer to be binding on Farwest Rebar Co.

TERMS AND CONDITIONS

1. **Terms and Application of Payment.** Selling terms are one-half of one percent discount if paid in full by the 10th of the month following the month in which the invoice is dated and the gross amount of the invoice is due and payable within 30 days from invoice date.

Service charges will be charged by Farwest, and Buyer agrees to pay the same, at the rate of two percent (2%) per month on all invoices not paid within the selling terms. Service charges will be charged for the number of days beyond selling terms and will be invoiced on a monthly basis for the number of days the invoice remained unpaid in the previous month. Service charges not invoiced and shown on a particular month end statement will be invoiced during the following month and shown on the following month end statement.

Payment will be applied by Farwest in accordance with CUSTOMER INFORMATION SHEET.

All materials shipped from warehouse shall be invoiced in accordance with our published schedule of weight, areas, bundles and standard lengths, which shall govern all settlements.

2. **Claims, Warranties.** All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant

areas, bundles and standard lengths, which shall govern all settlements.

2. **Claims, Warranties.** All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

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If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

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7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant hereto may be offset or in any manner otherwise applied by Contractor for obligations or alleged obligations of Farwest Rebar Co. to Contractor in connection with dealings or transactions (whether prior or concurrent) between or involving Farwest Rebar Co. and Contractor unless such offset or other application is expressly consented to in writing by the President of Farwest Rebar Co.

8. **Retainage.** No retainage of payment to Farwest Rebar Co. shall be allowed or permitted without the express written consent of the President of Farwest Rebar Co.

9. **Change Order.** If a change in the plans is required by Contractor or any other person, no steel or other material for such change shall be fabricated or delivered until the written change order is received and accepted by Farwest Rebar Co.

10. **Lien Rights.** Farwest Rebar Co. expressly retains all rights to record and foreclose liens on or to make claim or demand on any applicable bond as Farwest Rebar Co. may deem necessary or prudent.

11. **Remedies.** Except as otherwise stated herein, all purchases from Farwest Rebar Co. shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties and all other matters relating hereto shall be governed in accordance with the laws of the State of Oregon.

FAB SHOP:
303 SOUTH 5TH
SPRINGFIELD, OREGON

FARWEST REBAR CO.

Eugene, Oregon.

Phone 686-2000
Mailing Address: P. O. Box 889
Eugene, Oregon 97440

CONFIRMATION OF BID TO SUPPLY MATERIALS

TO: R. A. HATCH

POST OFFICE BOX 6179

BEND, OREGON 97708

(Contractor)

DATE 09/18/85 **JOB NO.** 6824
PROJECT N. POWDER-LADD CANYON
LOCATION N. POWDER
OWNER
ENGINEER ODOT
ARCHITECT
PLANS DATED
ADDENDA _____ **ACKNOWLEDGED**

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☐ **Bid Confirmation**

☐ **Revision of Confirmation**

Dated _____, 198___.

Estimated Quantity _____

Estimated Start of Project _____

Estimated Completion of Project _____

CHANGE #2

QUANTITY OF #6 LONGITUDINAL BARS CHANGED FROM THE 19 SPECIFIED FOR 8" PAVING TO 23 TO MATCH THE EXISTING CONDITION.

INCREASE OF 21% OVER $4.95 / SQUARE YARD: ADD $1.04 / SQUARE YARD

BID ITEM 25 7860 SQUARE YARDS @ $1.04 / SQUARE YARD = $ 8,174.00

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

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BEND, OREGON 97708

(Contractor)

OWNER _____

ENGINEER ODOT

ARCHITECT _____

PLANS DATED _____

ADDENDA _____ ACKNOWLEDGED

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

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ACCEPTED _____

BY _____

DATE _____

FARWEST REBAR CO., A CORPORATION

By Robert Kristensen

ROBERT H. KRISTENSEN

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5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant

All materials shipped from warehouse shall be invoiced in accordance with our published schedule of weight, areas, bundles and standard lengths, which shall govern all settlements.

2. **Claims, Warranties.** All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant hereto may be offset or in any manner otherwise applied by Contractor for obligations or alleged obligations of Farwest Rebar Co. to Contractor in connection with dealings or transactions (whether prior or concurrent) between or involving Farwest Rebar Co. and Contractor unless such offset or other application is expressly consented to in writing by the President of Farwest Rebar Co.

8. **Retainage.** No retainage of payment to Farwest Rebar Co. shall be allowed or permitted without the express written consent of the President of Farwest Rebar Co.

9. **Change Order.** If a change in the plans is required by Contractor or any other person, no steel or other material for such change shall be fabricated or delivered until the written change order is received and accepted by Farwest Rebar Co.

10. **Lien Rights.** Farwest Rebar Co. expressly retains all rights to record and foreclose liens on or to make claim or demand on any applicable bond as Farwest Rebar Co. may deem necessary or prudent.

11. **Remedies.** Except as otherwise stated herein, all purchases from Farwest Rebar Co. shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties and all other matters relating hereto shall be governed in accordance with the laws of the State of Oregon.

FARWEST REBAR COMPANY - A/R LEDGER KAR60

JAN 1, 1986 TO JAN 31, 1986

HATCH CC.: R.A. R35040
P.O. BOX 6175
BEND OR 97708 2/76 AR-01 IN-

JOB 0007 ODOT 9944 LADD CANYON - N. POWDER

D&B 8/79 DACM 4/79 FIN STMT C/00 BANK 96-533 STRON TERMS
CREDIT GUIDE 1,000 HIGH BAL THIS YEAR 73,442

85-057303	6/18/85	INVOICE	8,538.75	8,538.75	227
85-057337	6/20/85	INVOICE	17,077.50	17,077.50	225
85-057373	6/25/85	INVOICE	17,077.50	17,077.50	220
85-058626	9/24/85	INVOICE	11,284.25	11,284.25	129
85-058709	9/30/85	SVC CHARGE	218.92	218.92	123
85-059143	10/30/85	SVC CHARGE	631.50	631.50	93
85-059410	11/27/85	SVC CHARGE	691.47	691.47	65
85-059652	12/30/85	SVC CHARGE	798.30	798.30	32
86-059855	1/21/86	SVC CHARGE	824.91	824.91	10
Feb 1986	"		824.91	824.91	
		1/31/86 BALANCE		~~57,143.10~~ 57,968.01	

0 PAID REGULAR INVOICES AVG. DAYS TO PAY

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
57303

SOLD TO
R. A. HATCH COMPANY
POST OFFICE BOX 6179
BEND, OREGON 97708

CUSTOMER I.D.
R 35040 - 0007

SHIP TO: ~~R I 25, LAGRANDE, OREGON~~

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
~~06/18/85~~		~~06/17/85~~	~~R6824-1~~	~~S 06121~~	

		WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
FABRICATED REINFORCING STEEL GRADE 60	#4 #5 #6	2,026 1,126 45,601		
1725 SQUARE YARDS @			4.95	8,538.75

TOTAL WEIGHT	48,753	TOTAL AMOUNT	8,538.75

CUSTOMER FILE

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
57337

SOLD TO
R. A. HATCH COMPANY
POST OFFICE BOX 6179
BEND, OREGON 97708

CUSTOMER I.D. R 35040 - 0007

SHIP TO: ODOT #9944, BID ITEM 25, LAGRANDE OREGON

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
06/20/85		06/18/85	R6824	8-06119 & 20	

		WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
JOB #R 6824-3, ORDER #8-06119				
FABRICATED REINFORCING STEEL GRADE 60	#4	2,026		
	#5	1,126		
	#6	45,601		
1725 SQUARE YARDS @			4.95	8,538.75
JOB #R6824-2, ORDER #8-06120				
FABRICATED REINFORCING STEEL GRADE 60	#4	2,026		
	#5	1,126		
	#6	45,601		
1725 SQUARE YARDS @			4.95	8,538.75

TOTAL WEIGHT	97,506	TOTAL AMOUNT	17,077.50

CUSTOMER FILE

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
57373

SOLD TO
R. A. HATCH COMPANY
POST OFFICE BOX 6179
BEND, OREGON 97708

CUSTOMER I.D. R 35040 - 0007

SHIP TO: LADD CANYON/N. POWDER -- LAGRANDE, OREGON

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
06/25/85		06/21/85	R6824	SEE BELOW	

		WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
JOB #R6824-5, ORDER #8-06117, BID ITEM 25				
FABRICATED REINFORCING STEEL GRADE 60	#4	2,026		
	#5	1,126		
	#6	45,601		
1,725 SQUARE YARDS @			4.95	8,538.75
JOB #R6824-4, ORDER #8-06118, BID ITEM 25				
FABRICATED REINFORCING STEEL GRADE 60	#4	2,026		
	#5	1,126		
	#6	45,601		
1725 SQUARE YARDS @			4.95	8,538.75
TOTAL WEIGHT		97,506	TOTAL AMOUNT	17,077.50

CUSTOMER FILE

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
58626

SOLD TO
R. A. HATCH CO.
POST OFFICE BOX 6179
BEND, OREGON 97708

CUSTOMER I.D. R 35040 - 0007

SHIP TO: LADD CANYON N. PCMBR, ODOT #9934, BID ITEM 25 & 26, LAGRANDE, OREGON

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
09/24/85		08/15/85	R6824-6	8-06227	

		WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
FABRICATED REINFORCING STEEL GRADE 60	#4	1,661		
	#5	1,801		
	#10	4,596		
	#6	23,882		
BID ITEM 26 -- 24 LINEAR FEET @			11.00	264.00
BID ITEM 25 -- 575 SQUARE YARDS @			4.95	2,846.25
PER: 6824-1				
ADDITIONAL INVOICING FOR EXTRA BARS (CHANGE ORDER #2) -- 7860 SQUARE YARDS @			1.04	8,174.00
TOTAL WEIGHT		31,940	TOTAL AMOUNT	11,284.25

RB-15

CUSTOMER FILE

9944

March 20, 1986

CON 5
#9944

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attention: Michael J. Scott

This is a follow-up to your letter of February 28, 1986, concerning a claim you filed on behalf of Ed Galang Enterprises in the amount of $10,103.53 plus attorney fees against R. A. Hatch Co. on Contract No. 9944.

For your information, we are attaching a copy of the Performance Bond, which is a part of that contract.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon and Black
P.O. Box 8699
Portland, OR 97207

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

FKN:cc

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

February 28, 1986

Clerk or Auditor
State Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Re:	Project/Contract Name:	OSHD Contract No. 9944 Ladd Canyon-North Powder Old Oregon Trail, Union County
	Prime Contractor for Project:	R.A. Hatch Co.
	Claimant's Contract With:	R.A. Hatch Co.
	Surety:	American Insurance Company
	Bond No.:	6434102
	Claimant:	Ed Galang Enterprises
	Amount:	$10,103.53, and attorney fees to which claimant may be entitled

Dear Clerk or Auditor:

A review of this file as of
referenced bond claim was re
review of this file also shows
notice of the bond claim.

Yet, as of the date of th
either you, R.A. Hatch Co.,
resolution of this matter.

In this regard, enclosed
letter to American Insurance

Any assistance in the re

I have calendared this fil
to determine the status there

3-7-86

Please send a copy of
the Bond on #9944
TO attached address
ℓ

Michael J. Scott

MJS/b
Enclosure
cc: Ed Galang Enterprises

RECEIVED
MAR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

February 28, 1986

Clerk or Auditor
State Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Re:	Project/Contract Name:	OSHD Contract No. 9944 Ladd Canyon-North Powder Old Oregon Trail, Union County
	Prime Contractor for Project:	R.A. Hatch Co.
	Claimant's Contract With:	R.A. Hatch Co.
	Surety:	American Insurance Company
	Bond No.:	6434102
	Claimant:	Ed Galang Enterprises
	Amount:	$10,103.53, and attorney fees to which claimant may be entitled

Dear Clerk or Auditor:

A review of this file as of the date of this correspondence indicates the above-referenced bond claim was received by you on January 31, 1986. In addition, a review of this file also shows that all of the other named parties have received notice of the bond claim.

Yet, as of the date of this correspondence, we have not had any contact from either you, R.A. Hatch Co., or American Insurance Company relative towards resolution of this matter.

In this regard, enclosed herewith is a photocopy of our February 13, 1986 letter to American Insurance Company.

Any assistance in the resolution of this matter would be appreciated.

I have calendared this file for two weeks from the date of this correspondence to determine the status thereof and look forward to hearing from you.

Very truly yours,

Michael J. Scott

MJS/b
Enclosure
cc: Ed Galang Enterprises

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 13, 1986

American Insurance Company
P.O. Box 3825
Portland, Oregon 97208

Re: Project/Contract Name: OSHD Contract No. 9944 Ladd Canyon-North Powder Old Oregon Trail, Union County
Prime Contractor for Project: R. A. Hatch Co.
Claimant's Contract with: R. A. Hatch Co.
Surety: American Insurance Company
Bond No.: 6434102
Claimant: Ed Galang Enterprises

Ladies and Gentlemen:

By correspondence dated January 30, 1986, a Notice of Claim in the above-referenced matter was forwarded to you. Our records indicate that this Notice of Claim was received by you on February 3, 1986. As of the date of this correspondence, we have heard nothing from you.

As you are well aware, our client is entitled to interest on its bond claim from the date it's charges became due. City of Pendleton v. Jeffery & Bufton, 98 Or 447 (1920). The prevailing party in a bond claim action may be entitled to recover its attorneys fees. ORS 743.114. The documentation provided with our clients Notice of Claim establishes it's claim under your bond. Accordingly, our client is entitled to interest set forth on it and if an action need be filed on the bond, its attorneys fees in said action. Prompt payment of our client's claim would, therefore, be appreciated.

I have calendared this file for ten (10) days from the date of this correspondence to advise our client of your position relative to the claim and to take such steps as we deem appropriate to protect our client's interest.

Very truly yours,

Michael J. Scott

MJS:kd
cc Ed Galang Enterprises

RECEIVED
MAR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SECTION IV. PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS: That we

R. A. Hatch Co., an Oregon corporation, by and through its corporate officials doing business at Bend (P. O. Box 6179), Oregon 97708

as principal, and

THE AMERICAN INSURANCE COMPANY,
a New Jersey corporation

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of One Million One Hundred Forty-Nine Thousand Three Hundred Four Dollars ($1,149,304.00)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provision of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said Contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State Unemployment Compensation Trust

fund from such Contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the Contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 2nd day of January, 1985.

R. A. Hatch Co.
Principal

By Robert Watt
President

By Suzanne Hatch
Secretary

.....
Principal

.....
Principal

TELEPHONIC APPROVAL / STO AUTHORITY
OF ATTORNEY-IN-FACT FOR SURETY CO.
GIVEN BY: Debbie McIntosh
INSURANCE DIV., DEPT. OF COMMERCE
VERIFIED: Shayne DATE 1-17-85
DEPARTMENT OF TRANSPORTATION

By .....

By .....

THE AMERICAN INSURANCE COMPANY
Surety

By .....
Attorney in Fact
Roger C. Rothrock

By Corroon & Black of Oregon
Agent

CL 1986-0047

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 12, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9944

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attention: Michael J. Scott

We have received your letter dated January 30, 1986, with attached Notice of Claim on behalf of Ed Galang Enterprises concerning the following Highway Division contract:

FILED BY:	Ed Galang Enterprises
AMOUNT:	$10,103.53 & attorney fees
FOR:	Labor and material
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
5/20/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

January 30, 1986

TO:

Barbara Roberts
Secretary of State
State Office Bldg.
Salem, Oregon 97301

Clerk or Auditor
State Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

R. A. Hatch Co.
Attn. Jerry Johnson
P.O. Box 6179
Bend, Oregon 97708

R. A. Hatch Co.
Levi J. Smith, Reg. Agent
200 Market Bldg., Suite 453
Portland, Oregon 97203

American Insurance Company
Post Office Box 3825
Portland, Oregon 97208

NOTICE OF CLAIM

Project/Contract Name:	OSHD Contract No. 9944 Ladd Canyon-North Powder Old Oregon Trail, Union County
Prime Contractor for Project:	R. A. Hatch Co.
Claimant's Contract with:	R. A. Hatch Co.
Surety:	American Insurance Company
Bond No.:	6434102
Claimant:	Ed Galang Enterprises
Amount:	$10,103.53, and attorney fees to which claimant may be entitled

NOTICE IS HEREBY GIVEN that the undersigned, Ed Galang Enterprises, has a claim for certain labor and materials performed and furnished to R. A. Hatch for and used in the construction of the project described herein, which claim is in the total sum of $10,103.53 together with attorney fees to which claimant may be entitled, against that bond taken from American Insurance Company, Bond No. 6434102 for work on the OSHD Contract No. 9944, Ladd Canyon - North Powder, Old Oregon Trail, Union County.

Said labor and materials were furnished and provided by Ed Galang Enterprises to R. A. Hatch Co., the prime contractor on the project; and were used in the construction of the above public works project. Claimant's performance was complete on October 2, 1985.

Demand is hereby made for payment of the above-stated indebtedness in the sum of $10,103.53 and attorney fees to which claimant may be entitled. You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit will be instituted upon the bond.

DATED this 30 day of January, 1986.

ED GALANG ENTERPRISES

By: _____
Russ Davis
Credit Manager

RECEIVED
JAN 31 1986

CL 1986-0108
9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 20, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9944

Hessel Tractor and Equipment Co.
P.O. Box 20069
Portland, OR 97220

Attention: Paul Campbell
Credit Manager

We have received your letter of January 17, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Hessel Tractor & Equipment Company
AMOUNT:	$13,200
FOR:	Equipment rental
AGAINST (Prime Contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

RECEIVED
MAR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HESSEL TRACTOR AND EQUIPMENT CO.

WHERE SERVICE AND QUALITY ARE A CUSTOM

January 17, 1986

Oregon State Highway Division
Room 121
Transportation Building
Salem, OR 97310

Attn: Robert Gormsen-Manager Commission Services

Notice hereby is given that the undersigned Hessel Tractor & Equipment Company has a claim for the rental on an Allied Hydra Hammer Model #8801, s/n 3757 in the sum of $13,200.00 against the bond taken from R.A. Hatch as principle and American Insurance Company Bond #SL6434102 as surety for the work of Ladd Canyon North Powder Project Contract #9944.

Hessel Tractor & Equipment Company

Paul Campbell

Paul Campbell

Credit Manager

cc: R.A. Hatch
American Insurance Company

RECEIVED
JAN 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PORTLAND
P.O. Box 20069
1425 N.E. Columbia Blvd.
Portland, Oregon 97220
503/289-1103

BEND
20434 N.E. Cady Way
Bend, Oregon 97701
503/389-5869

MEDFORD
5600 Crater Lake Hwy.
Medford, Oregon 97501
503/772-4706

ALBANY AREA
33919 Hwy. 99E
Tangent, Oregon 97389
503/928-2685

EUGENE
680 Seneca Street
Eugene, Oregon 97402
503/484-5424

CL 1986-0052

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 10, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9944

Chevron U.S.A. Inc.
P.O. Box 9400
Concord, CA 94524

Attn: Allison Ford

We have received your letter dated January 13, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Chevron U.S.A. Inc.
AMOUNT:	$46,902.82
FOR:	Materials
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97201

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

Chevron U.S.A. Inc
P.O. Box 9400, Concord, CA 94524

Credit & Treasury

January 13, 1986

Certified Mail
Return Receipt Requested

Oregon Department of Transportation
Mr. Robert Gormsen
Commissions Services
121 Transportation Building
Salem, OR 87310

Gentlemen:

Chevron U.S.A. Inc. requests that a claim be filed for materials (liquid asphalt), furnished by Chevron U.S.A. Inc., in the sum of forty-six thousand, nine hundred two dollars and eighty two cents ($46,902.82), against the bond taken from American Insurance Company, Fidelity Insurety Department, P.O. Box 3825, Portland Oregon; Agent: Corroon and Black of Portland, P.O. Box 8699, Portland, Oregon, for the work of ODOT Job Number 9944, described as Ladd Canyon - North Powder Section of the Old Oregon Trail in Union County. Such material was supplied to R. A. Hatch Company Inc., P.O. Box 6179, Bend, Oregon 97708.

It is Chevron's understanding that the necessary paperwork and transactions will be handled through your office. Please direct correspondence to:

Chevron U.S.A. Inc.
P.O. Box 9400
Concord, CA 94524

Attention: Allison Ford
(415) 827-6778 or 1-800-643-0085, Extension 6778

Very truly yours,

CHEVRON U.S.A. INC.

By Allison Ford
Credit Representative

APF:hmm

RECEIVED
JAN 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0031
9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 22 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 20, 1986

Chevron U.S.A. Inc.
P.O. Box 9400
Concord, CA 94524

CON 5
9944

IN REPLY REFER TO FILE NO.:

Attention: Allison Ford

We have received your letter dated December 23, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Chevron U.S.A. Inc.
AMOUNT:	$47,541.37
FOR:	Materials
AGAINST (Prime contractor)	R.A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

American Insurance Co.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

RECEIVED
JAN 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
5/20/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Chevron

Chevron U.S.A. Inc
P.O. Box 9400, Concord, CA 94524

Credit & Treasury

December 23, 1985

Certified Mail
Return Receipt Requested

Oregon Department of Transportation
Mr. Robert Gormsen
Commissions Services
121 Transportation Building
Salem, OR 87310

Gentlemen:

Chevron U.S.A. Inc. requests that a claim be filed for materials (liquid asphalt), furnished by Chevron U.S.A. Inc., in the sum of forty seven thousand, five hundred forty one dollars and thirty seven cents ($47,541.37), against the bond taken from American Insurance Company, Fidelity Insurety Department, P.O. Box 3825, Portland Oregon; Agent: Corroon and Black of Portland, P.O. Box 8699, Portland, Oregon, for the work of ODOT Job Number 9944, described as Ladd Canyon - North Powder Section of the Old Oregon Trail in Union County. Such material was supplied to R. A. Hatch Company Inc., P.O. Box 6179, Bend, Oregon 97708.

It is Chevron's understanding that the necessary paperwork and transactions will be handled through your office. Please direct correspondence to:

Chevron U.S.A. Inc.
P.O. Box 9400
Concord, CA 94524

Attention: Allison Ford
(415) 827-6778 or 1-800-643-0085, Extension 6778

Very truly yours,

CHEVRON U.S.A. INC.

By Allison Ford
Credit Representative

AF/dlj

RECEIVED
DEC 3 0 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC 1986-0007

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

December 27, 1985

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

Rogers Asphalt Paving Co.
P.O. Box K
La Grande, OR 97850

CON 5 - #9944

IN REPLY REFER TO
FILE NO.:

Attention: Don Hampton

We have received a copy of your letter dated December 10, 1985, addressed to American Insurance Company from our La Grande Highway Office filing a claim against the following contract:

FILED BY:	Rogers Asphalt Paving Co.
AMOUNT:	$47,776.15
FOR:	Labor and material
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, Oregon 97310) when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The American Insurance Co.
ATTN: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

RECEIVED
JAN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of the letter.

731-0188

La Grande, Oregon, Nov, 19 85

R.A. Hatch Co.

PO Box 6179 Bend, Ore 97708

— IN ACCOUNT WITH —

Rogers ASPHALT PAVING CO.
LA GRANDE, OREGON 97850

P. O. Box K

DON HAMPTON, Owner

Telephone 963-3633

All accounts are due ten (10) days from invoice date. Thank you.
We reserve lien rights on bills not paid within ninety (90) days.

Sept. Hot Mix delivered	$ 469.25
Sept Truck & Pup rentals	2068.00
C & E Mix 4709.63 Ton @10.00	47096.30
CSS1 19.73 Ton @195.00	3847.35
	53480.90
Less freight & AR4000	
27.08 Ton @34.80 freight	- 942.39
27.08 Ton AR4000 @167.00	-4522.36
Roller rent 8 hrs. @ 30.00	- 240.00
Balance due	47776.15

1½% Service Charge per month added to all accounts past due.

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708

(503) 382-8418

RECEIVED
DEC 16 1985
COMMISSION'S DEPARTMENT OF TRANSPORTATION SERVICES

PURCHASE ORDER

0361

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages.

TO
Rogers Paving Co.
P.O. Box K
La Grande Ore

DATE	REQUISITION NO.
10-4-85	

SHIP TO
9944
Ladd Canyon - N. Baker

REQUISITIONED BY	WHEN SHIP	SHIP VIA	F.O.B. POINT	TERMS
EL				

QTY. ORDERED	QTY. RECEIVED	STOCK NO. / DESCRIPTION	UNIT PRICE	TOTAL
		C-mix P.A. #1	27 50	6,692 99
		tack coat CSS1	195 00	3,847 35
		water truck	50 00/hr	450 00
		truck & pup rentals		2,068 00
		C & E mix	$10/ton	42,096 30
		& Emulsion delivered	$365/ton	1,933 08
			Total:	62,087 50

1. Please send _____ copies of your invoice.
2. Order is to be entered in accordance with prices, delivery and specifications shown above.
3. Notify us immediately if you are unable to ship as specified.

Ed Carson
AUTHORIZED BY

ORIGINAL

9944

N

STUNZ, FONDA, PRATT, NICHOLS & KIYUNA
ATTORNEYS AT LAW

HAROLD HENIGSON (1947-1978)
GENE STUNZ
STEPHEN S. FONDA
J. BURDETTE PRATT
WILLIAM F. NICHOLS
GARY K. KIYUNA

106 MAIN STREET
P. O. BOX 1565
NYSSA, OREGON 97913
(503) 372-2268

December 18, 1985

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State of Oregon ex rel Concrete Products vs The American Insurance Company

Dear Sir:

Enclosed herein is a copy of the Complaint which was recently filed on behalf of my client, Concrete Products, Inc., in the Multnomah County Circuit Court.

Very truly yours,

J. Burdette Pratt

J. Burdette Pratt

JBP:ar
Encl.

cc R. A. Hatch Company
Concrete Products, Inc.

NOTED
W. E. SCHWARTZ

Schwartz 2

2

cc Don Adams

RECEIVED
STATE HWY ENGR
DEC 23 '85
REFER TO
Construction
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
DEC 23 '85
REFER TO
Bubier
FOR
Info | Invest | R/D | D/R | Sign | Act | File

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, acting through its State Highway Department, ex rel.,

CONCRETE PRODUCTS, INC., a corporation,

Plaintiff,

vs.

THE AMERICAN INSURANCE COMPANY, a corporation,

Defendant.

No. A8512-07677

COMPLAINT

(Action on Performance Bond)

Plaintiff alleges:

1

Plaintiff now is and at all times herein mentioned was a corporation, organized and existing under the laws of the State of Washington and qualified to do business in the State of Oregon. Defendant was and now is a New Jersey corporation, qualified to do business in the State of Oregon as a foreign corporation and engaged in the general surety and insurance business.

2

Heretofore, R. A. Hatch Company, a corporation, made and entered into a contract with the State Highway Department for construction of Project No. OSHE 9944, and pursuant to the requirements of law, the Defendant, a surety, made, executed and delivered unto the Oregon Department of Transportation, its per-

STUNZ, FONDA, PRATT, NICHOLS & KIYUNA
ATTORNEYS AT LAW
100 MAIN STREET
P. O. BOX 1565
KLAMATH FALLS, OREGON 97601

formance and payment bond, wherein, among other things, it guaranteed the payment of claims for labor, supplies, materials, equipment, and rentals which might be incurred in the prosecution of the aforementioned contract.

3

During the period from May 30, 1985, through June 17, 1985, the Plaintiff, at the special instance and request of R. A. Hatch Company, furnished materials and labor and supplied 5,500 lineal feet of concrete median barriers which were utilized in the completion of the aforesaid contract having a total value of $63,250.

4

Although demand has been made of the said R. A. Hatch Company, it has failed, refused and neglected to pay the sum, or any part thereof. In addition, interest has accrued on the balance remaining unpaid from time to time from July 6, 1985, at the rate of 18% per annum. Plaintiff is entitled to interest at the rate of 18% per annum on the principal amount from July 6, 1985, until paid.

5

Prior to the expiration of six months following the acceptance of the work under the said contract by the affirmative action of the State Department of Transportation, the Plaintiff did, pursuant to Oregon law, notify the Oregon Department of Transportation, in writing, that the Plaintiff had a claim at the time in the sum of $63,250, plus interest, against the aforementioned bond in the above-mentioned contract for the materials and labor furnished and expended in connection therewith.

STUNZ, FONDA, PRATT, NICHOLS & KIYUNA
ATTORNEYS AT LAW
106 MAIN STREET
P. O. BOX 1568
NYSSA, OREGON 97913
(503) 372-2268

6

Pursuant to the provisions of ORS 743.114, Plaintiff is entitled to recover its reasonable attorney fees in the prosecution of this action in an amount to be determined pursuant to ORCP 68, but in a sum not less than $3,000 if judgment is taken by default.

WHEREFORE, Plaintiff demands judgment against the Defendant in the sum of $63,250, together with interest at the rate of 18% per annum on the principal amount owing, from July 6, 1985, until paid, for Plaintiff's reasonable attorney fees pursuant to ORCP Rule 68, and for its costs and disbursements incurred herein.

STUNZ, FONDA, PRATT, NICHOLS & KIYUNA

By: J. Burdette Pratt
J. Burdette Pratt, Bar No. 76293
Of Attorneys for Plaintiff
P. O. Box 1565
Nyssa, Oregon 97913
Telephone: (503) 372-2268

STATE OF OR
COUNTY OF M
I HEREBY CE
TRUE AND C

Complaint

ATTORNEY FO Plaintiff

STUNZ, FONDA, PRATT, NICHOLS & KIYUNA
ATTORNEYS AT LAW
106 MAIN STREET
P. O. BOX 1565
NYSSA, OREGON 97913

7744

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 13, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-6(11)276

Contract 9944, Work Completed September 30, 1985

Project Ladd Canyon-North Powder

Highway Old Oregon Trail

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 20, 1985

for Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
DEC 19 '85
REFER TO
FOR
info | invest | R/D | D/R | ... | ... | file

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 16 1985

734-2023 (2-85)

CL 1985-0229

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 09 1985
BARBARA R
SECRETARY O

December 6, 1985

In Reply Refer To CON 5
File No.: #9944

Gary J. Susak
Attorney at Law
P. O. Box 3336
LaGrande, OR 97850

This will acknowledge your memo of October 21, 1985, to Joe Schlieski of LaGrande regarding a claim dated November 13, 1985, and filed by R-D Mac, Inc., against the following Highway Division contract:

FILED BY:	R-D Mac, Inc.
AMOUNT:	$169,251.99
FOR:	Materials and equipment rental
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County.
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R-D Mac, Inc.
P. O. Box 1086
LaGrande, OR 97850

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/20/86 CB

American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FKN:mab

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

November 13, 1985

Oregon State Highway Department
P.O. Box 850
La Grande, Oregon 97850

Attn: Joe Schlieski

RE: OSHD #9944
Ladd Canyon - North Powder

Dear Joe:

R-D Mac, Inc. supplied R.A. Hatch Co. with materials and equipment rental on the OSHD contract #9944. R.A. Hatch Co. owes R-D MAC, Inc. $169,251.99.

Sincerely yours,

Harry T. Collman
President

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HTC:cp

11/14/85

GARY J. SUSAK, P.C.
ATTORNEY AT LAW

1106 "K" AVENUE P.O. BOX 3336 LA GRANDE, OREGON 97850 PHONE (503) 963-0505

October 21, 1985

Mr. Joseph A. Schlieski
Oregon State Highway Division
P. O. Box 850
La Grande, OR 97850

RE: R.D.MAC vs HATCH CO.

Enclosed for your records is a copy of a letter recently mailed to R. A. HATCH COMPANY regarding their outstanding account with R.D.MAC.

Sincerely,

GARY J. SUSAK

gn
Enclosure

cc: R.D.MAC

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GARY J. SUSAK, P.C.
ATTORNEY AT LAW

1106 "K" AVENUE P.O. BOX 3336 LA GRANDE, OREGON 97850 PHONE (503) 963-0505

October 16, 1985

COPY

R. A. Hatch Company
P. O. Box 6179
Bend, OR 97708

RE: R.D.MAC vs HATCH CO.

This office represents R.D.MAC, Inc. with reference to your outstanding account now due and owing in the amount of $156,364.36. As you know, this account has been outstanding since September 25, 1985. Repeated attempts have been made to contact your office to determine when payment will be made, but these attempts apparently have been unsuccessful.

Therefore, the matter will be referred to litigation within fifteen (15) days from the date of this letter unless payment in full is made through this office. Please make certain that all communications concerning this matter are channeled through this office.

A copy of this letter is being sent to your bonding company together with a demand for payment.

Sincerely,

GARY J. SUSAK

GJS:gn

cc: R.D.MAC

The American Insurance Company

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/23/85

9 - - ic cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Union	Oregon

IN COMPANY WITH

Discussed with J. Schlieski, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-20-85	D. B. Carter, Area Engineer	IR-84-6(11)276

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	SEE BELOW%	100 %

COPY SENT

DEC 10 1985

State Region D.C.

LADD CANYON - NORTH POWDER SECTION
OLD OREGON TRAIL
Pavement Rehabilitation

This project was completed on September 30, 1985.

The contract project time was 120 calendar days, or not later than August 30, 1985. The contractor requested a time extension and was granted an additional 30 calendar days due to extra PCC pavement rehabilitation work which was done on the project. The additional time eliminated all liquidated damages on the project. A total of of 25 days are considered FA participating and 5 days are non-participating as per Mr. Schwartz's letter of October 30, 1985.

The contractor was required to profile the completed repair work in order to obtain a satisfactory ride. The contractor has submitted a claim for reimbursement for this work in the amount of $36,000. This claim is presently under review. The Special Provisions for the project do not address ride on the patches; however, ride is covered in the Standard Specifications for Highway Construction, Section 450-Portland Cement Concrete Pavement, Subsections 450.42, 450.44, and 450.48. On future projects it may be beneficial to include a more consolidated ride specification in the Special Provisions for this type of patching work.

Acceptance of the project is recommended.

- DBC -

NUTED
W. E. SCHWARTZ 12/11

RECEIVED
STATE HWY ENGR
DEC 10 '85
REFER TO Fredrickson
FOR
info | lmvt | R/D | D/R | ltr | sgt | file

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

CL 1985-0212

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 27 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

Concrete Products, Inc.
P.O. Box 2799
Redmond, WA 98052

CON 5
#9944

IN REPLY REFER TO FILE NO.:

Attention: Sally E. Larson

This will acknowledge the Notice of Claim received on November 14, 1985, concerning the following Highway Division contract:

FILED BY:	Concrete Products, Inc.
AMOUNT:	$63,250 plus interest from July 6, 1985, until paid
FOR:	Material
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: STATE OF OREGON DEPARTMENT OF TRANSPORTATION

NOTICE hereby is given that the undersigned, CONCRETE PRODUCTS, INC., has a claim for 5,500 lineal feet of concrete median barriers provided by Concrete Products, Inc., in the sum of $63,250, plus interest thereon at the rate of 1½% per month from July 6, 1985 until paid, against the bond taken from R. A. HATCH CO. and THE AMERICAN INSURANCE COMPANY for the work of Contract No. (9944) Ladd Canyon-North Powder Section, Old Oregon Trail, Union County.

CONTRETE PRODUCTS, INC.

By: Sally E Lawson

cc: Secretary of State
State of Oregon
121 State Capital
Salem, Oregon 97310

R.A. Hatch Co.
P.O. Box 6179
Bend, Oregon 97708

RECEIVED
NOV 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Main Office
P. O. Box 2799
Redmond, WA 98052

CONCRETE PRODUCTS INC.
(206) 881-7910

NOTICE OF CLAIM

To: Secretary of State
State of Oregon
121 State Capital
Salem, Oregon 97310

Notice hereby is given that the undersigned, CONCRETE PRODUCTS, INC., has a claim for 5500 Lf of Concrete Median Barrier for Oregon State Highway Department Contract 9944 in the sum of $ 63,250.00 + 1½% per month from July 1985 against the bond taken from R. A. Hatch Company whose surety is the American Insurance Company for the work of OSHE 9944 -Ladd Canyon - North Powder Section - Old Oregon Trail. Such material or labor was supplies to R.A. Hatch Company.

CONCRETE PRODUCTS, INC.

By: Sally E. Kaiser

cc: R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

✓Oregon State
Department of Transportation
Transportation Building
Salem, Oregon 97310
Attn: Robert W. Gormsen

J. Burdette Pratt
Attorney At Law
P.O. Box 1565
Nyssa, Oregon 97913

RECEIVED
NOV 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0175

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 27 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

Boise Concrete Sawing Company
4315 Sharon Drive
Meridian, ID 83642

CON 5
#9944

IN REPLY REFER TO
FILE NO.:

Thank you for your phone call of October 25, 1985, advising us that you have received payment for your claim.

This was in reference to the R. A. Hatch Company Contract No. 9944 for work on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
5/20/86 CS

bc: Secretary of State - Claim filed 10-18-85 #CL1985-0175

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9944

Chevron U.S.A. Inc
P.O. Box 9400, Concord, CA 94524

Credit & Treasury

November 15, 1985

R. A. Hatch Inc.
P. O. Box 6179
Bend, OR 97708

Asphalt Acct. #3943962
ODOT JOB #9944
Past-Due Balance $47,541.37

Gentlemen:

This balance represents charges still owing for asphalt products on ODOT job #9944. This balance is past due and should have been paid by October 10, 1985.

As a matter of courtesy, this final notice is to inform you that the balance will be referred to our collection attorneys unless payment is received within the next ten days.

You may avoid this serious action by remitting as soon as possible.

Sincerely,

Allison Ford
Credit Representative

AF:hm

cc: ✓Oregon Dept. of Transportation
American Insurance Company, Portland, OR
American Insurance Company, Newark, NJ

RECEIVED
NOV 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

9944

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 30, 1985

CON 5

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Re: Time Extension Request
Ladd Canyon-North Powder
Contract No. 9944
FAP No. IR-84-6(11)276

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 30 calendar days is granted due to the additional PCC pavement rehabilitation work performed.

The adjusted contract time of completion of this contract is September 30, 1985. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Joe Schlieski w/att.
FHWA w/att.
Bruce Walton - Note: P - 25 C.D.; N - 5 C.D.

TE/223

Form 734-3122

9944 CL 1985-0175

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 18 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 16, 1985

CON 5 - 9944 IN REPLY REFER TO FILE NO.:

RECEIVED
OCT 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Boise Concrete Sawing Company
4315 Sharon Drive
Meridian, ID 83642

This will acknowledge our letter dated September 23, 1985, and addressed to the Highway Division office in La Grande filing a claim against the following Highway Division contract:

FILED BY:	Boise Concrete Sawing Company
AMOUNT:	$8,887.15
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, Oregon 97310) when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-19-85 ac

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

BOISE
CONCRETE SAWING
COMPANY

4315 Sharon Drive Meridian, Idaho 83642 (208) 377-2740

September 23, 1985

Ontario Highway Division
P.O. Box 850
LaGrande, Oregon 97850
Attn: Joe Schlieske

Dear Joe,

Following are the past due bills which we are attempting to recover payment from R.A. Hatch Co. These three bills are all at least 60 days past due. The work was done on Interstate 84 in the Black Canyon - North Powder section under contract #9944.

June 3,4, & 5	Invoice #1170	$3641.40	Interest	$166.33 (3 mos.)
June 24	Invoice #1143	$ 202.40	Interest	$ 6.12 (2 mos.)
July 22	Invoice #1222	$4728.00	Interest	$142.90 (2 mos.)
		8571.80	+	315.35

Total Due $ 8887.15

Thanking you in advance ,
Cathy Caldwell
Boise Concrete Sawing Co.

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9/26/85

9944

N

NOTICE OF THE RIGHT TO LIEN WARNING

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

Date of mailing: Oct 11, 1985

To: Oregon State Department of Transpotation: Highway Division

Transportation Building, Salem, Oregon 97310
OWNER

OWNER'S ADDRESS

This is to inform you that Ed Galang Enterprises *has begun to provide* Joint sealing materials and labor for 35.5 miles. Oregon State Highway contract # 9944 *(description of materials, labor or services) ordered by* R.A. Hatch Co./Or. state highway contract# 9944 *for improvements to property you own. The property is located at:*

Ladd Canyon to North Powder

Old Oregon Trail

Union County

FROM
ALBINA
FUEL
3246 N. E. BROADWAY
P. O. BOX 12246
PORTLAND, OREGON 97212

A lien may be claimed for all materials, labor and services furnished after a date that i urdays, Sundays and other holidays, as defined in ORS 187.010 before this notice was maile

Even if you or your mortgage lender have made full payment to the contractor who services, your property may still be subject to a lien unless the supplier providing this noti

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance laws of the State of Oregon.

This notice has been sent to you by:

Name: Ed Galang Enterprises

Address: 4904 NE 48th Ave. Vancouver, Wa. 98661 *Phone:* (206) 653-3090

IF YOU HAVE ANY QUESTIONS ABOUT THIS NOTICE, FEEL FREE TO CALL US.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under Oregon's laws, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, EVEN IF YOU HAVE PAID YOUR CONTRACTOR IN FULL.

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

- *RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.*
- *LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.*
- *ASK for a statement of the labor or materials provided to your property from each party that sends you a notice of the right to lien.*
- *WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.*
- *OR use one of the methods suggested by the "Information Notice to Owners." If you have not received such a notice, contact the Builders Board.*
- *GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.*
- *CONSULT an attorney, a professional escrow company or your mortgage lender.*

NOTE: THIS FORM TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

FORM No. 1159
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OA

RECEIVED
OCT 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. req.

9944

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-39	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Union
MODIFICATION NUMBER 1	10-8-85	Project Number: IR-84-6(11)276

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,308,148.00	$ 1,350,668.00
Federal funds	$ 1,206,374.00	$ 1,245,586.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: L. W. Rullen, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 10 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Ben Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 13, 1985

FEDERAL AID PROJECT NO. I-84-6(11)276

Ladd Canyon - North Powder Section
Old Oregon Trail Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Roadway (Sta. 700+00 to Sta. 1190+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Aggregate Base	$ 15.00	6,000	$ 90,000.00	7,000	$105,000.00	
Continuously Reinforced Conc. Pavement	43.00	7,860	337,980.00	8,500	365,500.00	
			$427,980.00		$470,500.00	
					Increase	$ 42,520.00
			Subtotal from Estimate of January 1, 1985			1,152,554.00
					Subtotal	$1,195,074.00
					Engineering	155,594.00
					Total	$1,350,668.00

Length of Project ---------- 9.255 miles
Cost of Roadway Per Mile ---------- $142,965.75

Federal Funds (92.22%)	$1,245,586.00
State Funds	105,082.00
Total	$1,350,668.00

Group 1: 100%
Contract No. 9944
Prefix: 631-1959 P.E.
C09944

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 3,000.00
		3,000.00

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		STATE
1-124	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	OREGON
		COUNTY: UNION
		PROJECT NO.: IR-84-6(11)276

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ladd Canyon-North Powder Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-84	9.255
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ ~~1,308,145~~ 1,308,148 new	$ 1,206,374

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Tony A. Potter

Manager, Program Section
(Title)

~~XX~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 9, 1985

FEDERAL AID PROJECT NO. IR-84-6(11)276

Ladd Canyon - North Powder Section
Old Oregon Trail Highway
Union County

PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. 700+00 to Sta. 1190+00)

Furnishing Field Laboratory	Each	1	5,000.00	$ 5,000.00
Mobilization	Lump Sum	All	Lump Sum	105,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	20,000.00
Temporary Signs	Sq. Ft.	783	10.00	7,830.00
Temporary Barricades	Each	15	80.00	1,200.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	5,500	15.00	82,500.00
Moving Temporary Concrete Barriers	Lin. Ft.	16,000	3.00	48,000.00
Temporary Plastic Safety Markers	Each	50	40.00	2,000.00
Sequential Arrow Signs	Each	2	2,500.00	5,000.00
Flaggers	Hour	860	8.00	6,880.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	30,000.00
Reconstructing Earth Mounds	Each	2	500.00	1,000.00
Cold Plane Pavement Removal	Sq. Yd.	10,600	1.50	15,900.00
Trench Excavation	Cu. Yd.	157	4.00	628.00
Watering	M-Gal.	100	15.00	1,500.00
Aggregate Base	Ton	6,000	15.00	90,000.00
Cement Treated Base	Ton	2,400	20.00	48,000.00
Class "C" Asphalt Concrete Mixture	Ton	3,050	20.00	61,000.00
Class "E" Asphalt Concrete Mixture	Ton	1,800	20.00	36,000.00
Asphalt Cement in Mixture	Ton	290	200.00	58,000.00
Hydrated Lime in Mixture	Ton	50	80.00	4,000.00
Emulsified Asphalt in Seal Coat	Ton	45	225.00	10,125.00
Aggregate in Seal Coat	Ton	190	15.00	2,850.00
Asphalt in Tack Coat	Ton	20	200.00	4,000.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	7,860	43.00	337,980.00

Terminal Expansion Joint Replacement	Lin. Ft.	24	200.00	4,800.00
Reinforced Bar Lap Areas	Each	33	500.00	16,500.00
Longitudinal Joint Sealing	Mile	35.5	2,050.00	72,775.00
8-inch Drain Pipe	Lin. Ft.	570	12.00	6,840.00
Gravel in Drains	Cu. Yd.	98	30.00	2,940.00
Guard Rail, Type 2A	Lin. Ft.	5,188	9.00	46,692.00
Guard Rail Anchors, Type 1	Each	11	285.00	3,135.00
Guard Rail Anchors, Type 1 Modified	Each	5	350.00	1,750.00
Rail End Pieces, Type B	Each	2	40.00	80.00
Rail End Pieces, Type C	Each	11	85.00	935.00
Geotextile Fabric in Drains	Sq. Yd.	604	1.00	604.00
Geotextile Fabric in Stabilization	Sq. Yd.	7,860	1.00	7,860.00
				$ 1,149,304.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,400.00
Temporary Pavement Striping	All Required	850.00
		$ 3,250.00
	Subtotal	$ 1,152,554.00
	Engineering	155,594.00
	Total	$ 1,308,148.00

Length of Project ---------- 9.255 miles
Cost of Roadway Per Mile -------- $141,345.00

Federal Funds (92.22%)	$ 1,206,374.00
State Funds	101,774.00
TOTAL	$ 1,308,148.00

Group 1: 100%
Contract No. 9944
Prefix: 631-1959 P.E.
631-1023

NONPARTICIPATING STATE WORK

State Responsibility For Damages	All Required	$ 3,000.00
		$ 3,000.00

CL:me WH:pf

CL. 1985-0152

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 11 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 10, 1985

IN REPLY REFER TO
FILE NO.:

CON 5
#9944

Concrete Products, Inc.
P. O. Box 2799
Redmond, WA 98052

Attention: Sally E. Larson
Controller

This will acknowledge your letter of August 16, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Concrete Products, Inc.
AMOUNT:	$64,198.75
FOR:	Material
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9944
PROJECT:	Ladd Canyon-North Powder Section, Old Oregon Trail, Union County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

NOTED ON CARD
9-17-85 CC

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Main Office
P. O. Box 2799
Redmond, WA 98052

CONCRETE PRODUCTS INC.
(206) 881-7910

August 16, 1985

Oregon State Highway Department
Department of Transportation
121 Transportation Building
Salem, OR 97310

Attn: Robert Gorsmen

Dear Mr. Gorsmen,

This letter is to notify you that Concrete Products, Incorporated has supplied R. A. Hatch Company with 5500 Lf of Oregon State spec concrete median barrier valued and invoiced at $64,198.75 for Oregon State Highway Department contract #9944 - Ladd Conyon/North Powder, Old Oregon Trail in Union County. R. A. Hatch Company has not paid Concrete Products Incorporated for the above mentioned materials and Concrete Products Incorporated would like to file this claim with R. A. Hatch Company's bonding asurety and with the State of Oregon's Department of Transportation.

Sincerely,

Sally E Larson

Sally E. Larson
Controller
Concrete Products, Inc.

RECEIVED
AUG 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Main Office
P. O. Box 2799
Redmond, WA 98052

CONCRETE PRODUCTS INC.
(206) 881-7910

RECEIVED
AUG 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

August 15, 1985

R. A. Hatch Company
P.O. Box 6179
Bend, Oregon 97708

Attn: Jerry Johnston

Invoice: 3601
OSHD 9944

Job #196(K)

Ladd Canyon - North Powder

REQUEST FOR PAYMENT: #7

5500 Lf OR T&G Barrier @ $11.50 = $63,250.00 past due therefore an interest charge equal to 18% per year or 1.5% per month

63,250.00 x 1.5% = 948.75

TOTAL DUE THIS INVOICE: $948.75

Account Balance to Date:

$63,250.00
$ 948.75
$64,198.75

PLEASE PAY FROM THIS INVOICE----------NO OTHER WILL BE SENT

jc STATE COPY cc: OSHD (Hunter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	UNION	OREGON

IN COMPANY WITH J. Schlieski, Project Manager, OSHD; J. Hallin, Region 10 Pavement Engineer; G. Hossner, Field Operations Engr, Oregon Division, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8/21/85	David B. Carter, Area Engr	IR-84-6(11)276

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	73 %	46 %

LADD CANYON - NORTH POWDER SECTION
OLD OREGON TRAIL
Pavement Rehabilitation

WORK COMPLETED

Approximately half of the patching work has been completed.

WORK IN PROGRESS

Placing reinforcement steel in the inside lane patch near the west end of the project.

COMMENTS

The ride on the longer patches continues to be rough. Mr. Schlieski indicated that he has discussed this topic with the contractor and the contractor intends to surface profile these patches. A vibrating screed has been used on the patches to date. The contractor intends to use a different piece of equipment on the next pour.

See next page for photographs.

NOTED
W. E. SCHWARTZ

RECEIVED
FAT HWY ENGR
SEP - 3 '85
REFER TO
Fredrickson
FOR
Info | Insp | R/D | D/R | Sign | Act | File

cy 9/4

Form FHWA-1446A
(Rev. 2-84)

No. 1. A completed joint. Tie bars and the last several longitudinal bars have yet to be placed. The holes for the tie bars have been drilled.

No. 2. Drilling for the tie bars. The plans called for an oversize hole packed with non-shrink grout. The contract has been modified to allow for the use of an epoxy treatment in lieu of the grout method.

1941

11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 8, 1985

In Reply Refer to File No

AGENDA
AUG 20 1985
16

. CON 5

TO: Oregon Transportation Commission

/s/ E. S. Hunter

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ladd Canyon-North Powder Section
Old Oregon Trail Highway, Union County
Contract No. 9944

This federal-aid pavement rehabilitation project is approaching completion with final work expected to be accomplished in September, 1985. It now appears that the final cost will exceed the project authorization by $115,500 or nine percent.

The overrun is caused by additional distress and failures of the existing concrete pavement which have occurred during the winter months since the contract was designed and awarded. This results in additional areas of pavement to be removed and replaced, and in the stated overrun of the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $115,500 to a new total of $1,415,498.25. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Ladd Canyon-North Powder Section
Old Oregon Trail Highway, Union County
Contract No. 9944

This federal-aid pavement rehabilitation project is approaching completion with final work expected to be accomplished in September, 1985. It now appears that the final cost will exceed the project authorization by $115,500 or nine percent.

The overrun is caused by additional distress and failures of the existing concrete pavement which have occurred during the winter months since the contract was designed and awarded. This results in additional areas of pavement to be removed and replaced, and in the stated overrun of the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $115,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
J. A. Schlieski
B. M. Walton
D. L. Trout

81-125-1387

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

XX INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

IN COMPANY WITH

J. Schlieski, Project Manager; W. Richards, Reg. 5, Construction Engr, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-21-85	D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	IR-84-6(11)276

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	2/120 = 2 %	0%

LADD CANYON - NORTH POWDER SECTION
OLD OREGON TRAIL
Pavement Rehabilitation

This project provides for the rehabilitation of distressed areas of continuously reinforced Portland cement concrete pavement.

Work on the pavement has not yet started. Some shoulder work has started preparatory to beginning work on the pavement.

The pavement surface throughout the project was reviewed during this inspection. It appears that the areas designated in the plans include the most severe areas. During this review two additional areas were identified which are in need of repair. One area is in the inside east bound lane near the west end of the project and the other area is located in the west bound outside lane near the middle of the project limits. The damage in the west bound lane may have been accelerated by freezing and thawing action. Considerable water is evident in the ditch at that location. Mr. Schlieski will review the drainage through this area to see if the ditch drainage can be improved.

This project addresses only the most critical areas in need of immediate repair. Other areas within the project exhibit some distress and could require remedial work in the future. There was some discussion regarding the addition of significant areas of work to this contract. However, it was concluded that only the two areas noted above will be added to the project.

- DBC -

RECEIVED
STATE HWY ENGR
JUN 6 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Design | Act | File

6/10

Form FHWA-1446A
(Rev. 2-84)

9744

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
DES 16

TO: Joe Schlieski
Project Manager

DATE: May 10, 1985

FROM: John T. Scofield
Location Field Engineer

SUBJECT: CRPC Pavement Repair
Ladd Canyon-North Powder Section

Bill Quinn and I attended the Third International Conference on Concrete Pavement Design and Rehabilitation at Purdue University recently, at which there were a couple of presentations on the full-depth repair of continuously reinforced concrete pavements. It is quite important that the concrete in full-depth patching be placed in the afternoon or during a period when the pavement is cooling. If at all possible, it should also be done during a period when the temperature variations from nighttime to daytime are not extreme. This is especially important on patches that are less than 100 feet long. On longer patches which require concrete placement over a longer period of time, it is not as critical and it is probably not possible to place all the concrete in an afternoon period.

We should not allow the depth of the PCC in the patches to be increased over the depth of the existing pavement to substitute for any base material. Significant differences in the depth of concrete pavement in areas with substantial frost penetration can cause differential movement of the pavement during freezing periods.

The contractor on your job has recently completed concrete repairs on Interstate 5 south of Portland. It is important to realize that your job has some very significant differences from the one they just completed. Some of the practices that were successful there would not likely succeed on your project. The main difference is that your pavement is over an aggregate base, which has much less resistance to horizontal movement. The Portland project was over an existing asphalt pavement with a high friction factor between the base and the concrete.

JTS:ja

cc Duane Christensen
Ted Litchfield
Bob Hector
Chuck Fredrickson
Ron Noble

RECEIVED
RDE
FDE
LE
SE
FPC
PDE
LFE
GTE
ROAD DESIGN SECTION
Copy All
Return To
B/U

01-125-1367

January 24, 1985

CON 5

R. A. Hatch Company
P. O. Box 6179
Bend, OR 97708

#9944

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9944 for pavement rehabilitation on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Joe Schlieski

R.A.Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

December 21, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Re: Ladd Canyon-North Powder
Old Oregon Trail
Untion County

Dear Sir or Madam:

As required under the Supplemental Required Contract Provision, the following is documentation of our intended DBE/WBE utilization on the above referenced project:

(DBE) Ed Galang Enterprises, dba Far East Construction
4904 N.E. 48th Ave.
Vancouver, WA 98661

Item #	Description	Quantity	Unit Price	Total
28	Longitudinal Joint Seal	35.5 Mi.	2,044.00	$72,562.00
2	Mobilization	Partial	LS	1,800.00
				$74,362.00

(WBE) Gaynetco, Inc.
10416 NE Marx Rd.
Portland, OR 97202

Item #	Description	Quantity	Unit Price	Total
9	Sequential Arrow	2 EA	2,500.00	5,000.00
4	Temp Signs	783 SF	10.00	7,830.00
5	Temp Barricades	15 EA	80.00	1,200.00
				$14,030.00

Very truly yours,

R. A. HATCH CO.

Michael D. Durbin
VP for Operations

MDD/nlp

RECEIVED
DEC 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-84-6(11)276

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40046

2A. COUNTY NAME
Union

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Appr	Ltr	File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	Interstate 84	Primary 6

10. GENERAL LOCATION:

Ladd Canyon - North Powder Section

11. GENERAL DESCRIPTION OF WORK

Restoration and Rehabilitation of pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 11/19/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11/26/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,245,351; Federal Funds $1,148,462.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/4/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 2-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

October 17, 1984
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-6(-)
Ladd Canyon - North Powder Section
Old Oregon Trail Highway
Pavement Design

We have reviewed the proposed surfacing design and supporting data submitted with Mr. Terpins' memorandum for the above project.

We agree with the proposed rehabilitation strategies and approve the proposed surfacing design.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (F Terpin)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Site | Act | File

1 of 2 - 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: September 13, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

RECEIVED
STATE HWY ENGR
SEP 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

SUBJECT: Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

Submitted herewith is a surfacing design with supporting data for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

This project has developed distress in the form of cracking, spalling, and pavement breakup. Most of the distress is located in the eastbound right lane and is associated with the presence of red cinders immediately underlying the surfacing components. During the original construction, a large landslide near the northwest end of the project required the substitution of asphaltic concrete in place of the continuously reinforced PCC for about 2000 feet in both the eastbound and westbound lanes. The AC is now badly rutted and cracked and will be overlayed with A.C. Ruts will be removed by cold planing prior to the overlay. Because there is still some settlement taking place on this section, CRPCC will not be placed at this time.

Our rehabilitation design calls for removing the failed areas to a depth of 28 inches. If any cinders are still evident in the subgrade at that depth, they shall be removed. Removed areas will be full 12-foot lane width, and removal perimeters, including the A.C. shoulder joints, will be sawed for neat removal. Subdrains will be installed the full length of the slide area, plus any other major repair area where moisture appears to be a contributing factor.

The removed areas will be replaced with 10 inches of continuously reinforced PCC, 6 inches of cement treated base, 12 inches of aggregate base, and a fabric membrane to protect the aggregate base from contamination by undesirable fine subgrade material.

The CRPCC design is based on the modified PCA method, using new traffic data. Documentation supporting this design is attached.

If any questions should arise about this analysis, they will be promptly answered.

Attachments

FET:RTN:js ge

bc E. S. Hunter
J. H. Versteeg
D. R. Adams
R. D. Hector
R. T. Noble

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

TO: F I L E S

DATE: August 27, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: FAI-4R Projects - Pavement Rehabilitation

Today I met with Hal Versteeg, Don Adams and Frank Terpin to determine pavement rehabilitation strategies for various interstate 4R projects. Frank Terpin, Don Adams and I made a field trip on August 22 and 23 to look at projects on I-5 between Salem and the California State Line.

The following strategies were decided on and will be submitted to FHWA for approval:

1. Goshen-Cottage Grove N.B. Remove and replace existing PCC pavement with 10" CRPCC and 6" C.T.B., with outside lane 13' wide. Remove existing A.C. shoulder and replace with 4" new A.C. Finish grade will be approximately 2" above existing.

   Estimated cost = $11.0 million.

2. Elkhead Road-Rice Hill S.B. Eleven-inch CRPCC Inlay with 6" of cement treated existing roadbed - 14' wide. The inside lane and shoulders will have the one-inch class "E" mix wearing surface removed. Three inches of class "C" A.C. will then be placed on the inside lane and shoulders.

   Estimated cost = $4.1 million.

3. Azalea-Glendale Bonded PCC overlay 4" thick of the existing CRPCC pavement. Some replacement of the outside lane will be necessary. Project will include necessary subdrains and A.C. shoulder paving.

   Estimated cost = $3.8 million.

4. Ladd Canyon-North Powder Replace damaged CRPCC pavement in the E.B. outside lane. Repairs to include removal of old cinder base. Project also will include placing CRPCC pavement through the slide area which is now stable.

   Estimated cost = $2.0 million.

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
Info | Layout | R/D | D/R | Sign | Set | File

NOTED
E. S. HUNTER

JTS:ge
cc E. S. Hunter, J. H. Versteeg, Don Adams, Frank Terpin, Jim Gix, Bob Hector, Ron Noble, Jack Sullivan, Steve Macnab

81-123-1387

Contains Recycled Materials

CON 21-2

nig

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-6(7)276	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon 10-24-83	4. PROGRAM NO.
	5. ITEM NO. 40046
	2A. COUNTY NAME Union

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-24-83	Interstate 84	Primary 6

10. GENERAL LOCATION:

LADD CANYON - NORTH POWDER SECTION

11. GENERAL DESCRIPTION OF WORK

G-P-Dr.

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

* TEC $63,000; FF $58,098

13. REMARKS

As requested by Mr. Swan's PEA dated October 17, 1983

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DJ 10/26

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-24-83	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9944

1-84

PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Ladd Canyon - North Powder

REGION: 5

SURVEY AUTHORITY Hwy #6

AUTHORIZATION NO.: 1

PREFIX: 631-1959

DATE: 9/14/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		2,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		7,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		4,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		400
910 REGION GEOLOGIST		10,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 63,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-84-6(7)276

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Turpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

On Prelim HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	10/21/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	9-14-83	X	10-21-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1951

SECTION	REGION
Ladd Canyon-North Powder	5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
6	Old Oregon Trail	FROM 276.06 TO 285.33	9.27

☐ URBAN ☒ RURAL	CITY	COUNTY	ROAD/STREET NAME
		Union	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
I-84	FAI 84	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~63~~ 75	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	
ROADWAY	$ 1682		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ ~~80~~ 80					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 693		DESIGN CATEGORY	(1-7)	4	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ ~~2455~~ 2425	WORK TYPE	(1-12)	4	☒ CONTRACT ☒ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~2518~~ 2500						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/84	I-4R	FY 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	4500	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This section of continuously reinforced PCC pavement is showing severe stress at various locations throughout section length primarily in right travel lanes. Also, section at Fountain Slide was constructed with AC surface until stabilization was achieved.

PROPOSED SOLUTION

Remove stressed areas, stabilize base, install drains, install edge support slab and construct CR PCC at Fountain Slide.

REQUESTED, REGION ENGINEER	DATE
X [signature]	8-29-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

PROJECT ... AUG 3 1983

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
	1985	

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Ladd Canyon-North Powder

REGION

5

PROJECT JUSTIFICATION

This project was identified as a result of a study conducted concerning continuously reinforced PCC pavement on the Interstate System.

This section was constructed in 1974 utilizing a 8 inch thickness of ~~AR~~ CR PCC. Stress problems appeared at an early date; some sections have ben patched with little success. The Fountain Slide developed during construction and decision to place AC surface on this section until stability was achieved (EB and WB 276.80 to MP 277.19). It is felt this section has now achieved stability and we should now place the CR PCC surface that was intended under the original design. A copy of the study report for this section is attached.

This project is consistent with the Division's goal of preserving and maintaining the existing highway system, and appears in the Preliminary 6 Year Highway Improvement Program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1951

SECTION: Ladd Canyon - North Powder

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

5

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED: 70 (Tindall/Eckhardt)

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10		12	12	x	12	12		10				
				10		12	12		12	12		10				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
10" CRPCC Various locations	X				
3' x 10" slab support	X				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROPOSED
PROJECT
VALLEY
RONDE
COVE
UNION
NORTH
POWDER
LADD MARSH
GAME
MANAGEMENT
AREA
10.49
20.76
COUNTY
BAKER
R 38 E
R 40 E

START

OF

REFILM

1985 Cedar Hills Boulevard 9945
Intchge. Sec, Sunset Hwy. W. Ptld.
(illumination)

9 1 - 25

jc c: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/21/86	James Klamerus, Highway Engineer Trainee		HES-27-2(16)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7/17/85	February 28, 1986	183 CD 102 %	180 CD 3 CD Extension

LOCATION

Sunset Highway and Cedar Hills Blvd. Interchange

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

This project provided for the installation of five luminaires mounted on poles at the subject intersection.

The original authorization was $29,554.74. The final cost is $27,801.00. The final project cost underran by approximately 5.7%.

The contractor was specified 180 calendar days for completion of the project. The project was completed in 183 calendar days. The State granted an additional 3 calendar days to the contract time due to delays caused by the power company. The extension was noted by the State as not eligible for Federal participation.

NOTED
W. E. SCHWARTZ

RECEIVED
TAT HWY ENGR
APR 30 '86
REFER TO
Fredrickson
FOR
CY
5/2
info | inves | R/W | J.R. | ltr | ct | file

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: James M Klamerus		SIGNATURE: D. K. Hansen	
TITLE: Area Engr. E Highway Engineer Trainee	DATE: 4/25/86	TITLE: Field Operations Engineer	DATE: 4/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

March 10, 1986

CON 5
#9945

Fireman's Fund Insurance Co.
P.O. Box 3825
Portland, OR 97208

On March 6, 1986, we wrote to you concerning release of final payment on Contract No. 9945 awarded to H & H Electric, Inc. for illumination of the Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County.

Final payment on this contract is $420.00 and the total contract amount is $23,301.00. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: H & H Electric, Inc.
767 S.E. Glenwood Drive
Bend, OR 97702

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

9945

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9945

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9945 , On Site Work Substantially Completed July 17, 1985
All Work Completed	November 1, 1985
Project	Cedar Hills Blvd. Intch.
Highway	Sunset
County	Washington
Type of Work	Illumination
Contractor	H & H Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-6-86 - Surety letter written.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9945

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 11, 1985

CON 5

H & H Electric Inc.
P. O. Box 2578
Portland, OR 97208

Re: Time Extension Request
Cedar Hills Blvd. Intch.
Contract No. 9945
FAP No. HES-27-2(16)

Your request for reconsideration of your previous time extension request has been carefully considered. Based on the additional information you supplied, we find that the delay in the electrical power was caused by the power company. Therefore, a contact time adjustment of an additional three (3) calendar days is granted.

The adjusted contract time of completion of this contract is 183 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
Dick Fleming w/att.
FHWA w/att.
Bruce Walton - Note: This time extension is "N-P"

TE/237

R

Form 734-3122

9945

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cedar Hills Blvd. Interchange		WEEK ENDING: October 26, 1985
		SECTION PREFIX: C09945/000
HIGHWAY: Sunset		COUNTY: Washington
NAME OF JOB: Cedar Hills Blvd Interchange	KIND OF WORK: Illumination	
CONTRACTOR: H & H Electric	CONTRACT NUMBER: 9945	FEDERAL AID PROJECT NUMBER: HES-27-2 (16)
DATE OF CONTRACT: January 2, 1985	DATE WORK STARTED: February 2, 1985	ESTIMATED COMPLETION DATE: July 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 180	WORK DAYS USED: 182
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 29,555	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101.1
EXCLUSIVE OF ENGINEERING: $ 26,964	ENGINEERING AUTHORIZATION: 2,581 Week $ 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 65
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 23,908	ENGINEERING COST TO DATE $ 3,006	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 63
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.2 %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: July 17, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Poles	#1	#2	#3	#4	#5	#6		
BRIDGE NO.	43	43	43	43	43	43		
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		182		
MONDAY		182		
TUESDAY		182		
WEDNESDAY		182		
THURSDAY		182		
FRIDAY		182		
SATURDAY		182		

CONTR. NO: 9945

DATE: October 26, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

STATUS: Third Notification submitted Sept. 19, 1985.

Semi-final submitted October 14, 1985.
This will be the last weekly report.

VISITORS: None

NEXT WEEK:

SIGNED Walt Bartel P.M. LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

September 18, 1986

H & H Electric Inc.
P. O. Box 6209
Bend, OR 97708

CON 5

Re: Time Extension Request
Cedar Hills Blvd. Intch.
Contract No. 9945
FAP No. HES-27-2(16)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested one additional calendar day of contract time due to late electrical hook-up by PGE, and two additional calendar days due to late placement of pole base grout. Both of these items are the responsibility of the contractor and are not valid reasons for adjustment of contract time. Your request is therefore denied. There remains three (3) calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Walt Bartel.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
FHWA w/att.
Bruce Walton

TE/196

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 14, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: CEDAR HILLS BLVD. INTERCHANGE
Sunset Highway
Contract 9945

CE ___ CAE ___ COE ___ OM ___ OE ___ CA ___ CAM ___ EEO ___

RECEIVED
AUG 15 1985
CONSTRUCTION SECTION

LS ___ TC ___ SA ___ CC ___ FE ___ CP ___ PQC ___ QCS ___ FILE ___

Attached for your review and further processing is a time extension request from the contractor in which he is requesting a three day time extension for this project. Also attached is Walt Bartel's letter in which he lists several pertinent dates along with his analysis of the project and his recommendation concerning time.

I agree with Walt's analysis that we have no justification for granting any time on this project and recommend that the contractor's request be denied.

9-17-85

W. E. Schwartz—
I concur with Region & Project Mgr. that this request be denied.

D. B. Jackmond

MC/gw
Attachment
cc Walt Bartel

01-125-1367

9945 jc

U. S. DEPARTMENT OF TRANSPORT/ ON
FEDERAL HIGHWAY ADMINISTR. ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-2(16)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40175

2A. COUNTY NAME: Washington

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: February 5, 1985

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Sunset Highway at Cedar Hills Blvd. Interchange

11. GENERAL DESCRIPTION OF WORK

Install Transformer

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2-5-85 as requested in Mr. Fredrickson's letter of 7-16-85 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 1 representing work to be performed by PG&E forces is approved for a TEC of $96.03; Federal Funds $86.00.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to 8/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9945

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 1-144	U.S. Department of Transportation, Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 1	1-15-85	County: Washington
		Project Number: HES-27-2(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 10, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,800.00	$ 35,354
Federal funds	$ 5,220.00	$ 31,818
Other revisions		

This modification is made for the following reasons:

To include construction contract costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Peters

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 9, 1985

Federal Aid Project No. HES-27-2(16)

Sunset Highway @ Cedar Hills Blvd. Interchange
Sunset Highway
Washington County

REVISED
PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering			All Required	$	5,800.00
			Total	$	5,800.00

Type Code Y030
Illumination (MP 68.34)

Mobilization	Lump Sum	All	Lump Sum	$	1,962.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		150.00
Temporary Signs	Sq. Ft.	230	2.00		460.00
Temporary Barricades	Each	2	30.00		60.00
Flaggers	Hour	80	6.00		480.00
Pole Foundations	Lump Sum	All	Lump Sum		4,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum		6,200.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum		2,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum		8,500.00
			Subtotal	$	23,812.00
			Engineering		3,452.00
			Total	$	27,264.00

Length of Project ---------- 0.0 mile

Retain in Reserve

Install Transformer on PGE Pole	All Required	$	2,000.00
	Engineering		290.00
	Total	$	2,290.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 5,800.00	$ 5,220.00	$ 580.00
Illumination	27,264.00	24,537.00	2,727.00
SUBTOTAL	$33,064.00	$29,757.00	$3,307.00
Reserve	2,290.00	2,061.00	229.00
TOTAL	$35,354.00	$31,818.00	$3,536.00

Group 1: 100%
Contract No. 9945
Prefix: 34-1961
Prefix: 34-1019

WH:me

991C

Ira 7-10

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-2(16)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40175

2A. COUNTY NAME: Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	Primary 27	Primary 47

10. GENERAL LOCATION:

Sunset Highway at Cedar Hills Blvd Interchcange Section

11. GENERAL DESCRIPTION OF WORK

Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Potter's 11/26/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $34,212; Federal Funds $30,790.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/5/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

117

Ira 7-10

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-2(16)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40175

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/28/84

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Sunset Highway at Cedar Hills Blvd. Interchange

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $5,800 FF $5,220
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/14/84.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR
Info | Instr | R/D | D/R | Sign | Ret | ...

Orig to 3/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: March 14, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40175
Project No. HES-27-2(16)
Sunset Hwy. @ Cedar Hills Blvd. Intchge.
(M.P. 2C68.38) Sec.
Sunset Highway
Washington County

Attached data consists of PR-1 forms with project maps, investigation report, Safety Priority Index System data sheet, collision diagram, pictures, sketch map and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $5,800 with an obligation of $5,220 in federal funds.

DRH:bkb
Attachments

cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

9945

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: February 17, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Sunset Highway @ Cedar Hills Blvd Interchange MP 2C68.38

Metro Region has requested a project to install illumination at the subject location.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Sunset Highway @ Cedar Hills Blvd Interchange Washington County	$26,000	$23,400	$2,600

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE - TRAFFIC ENGINEER

cys
acctg.
George
files
2-22-84

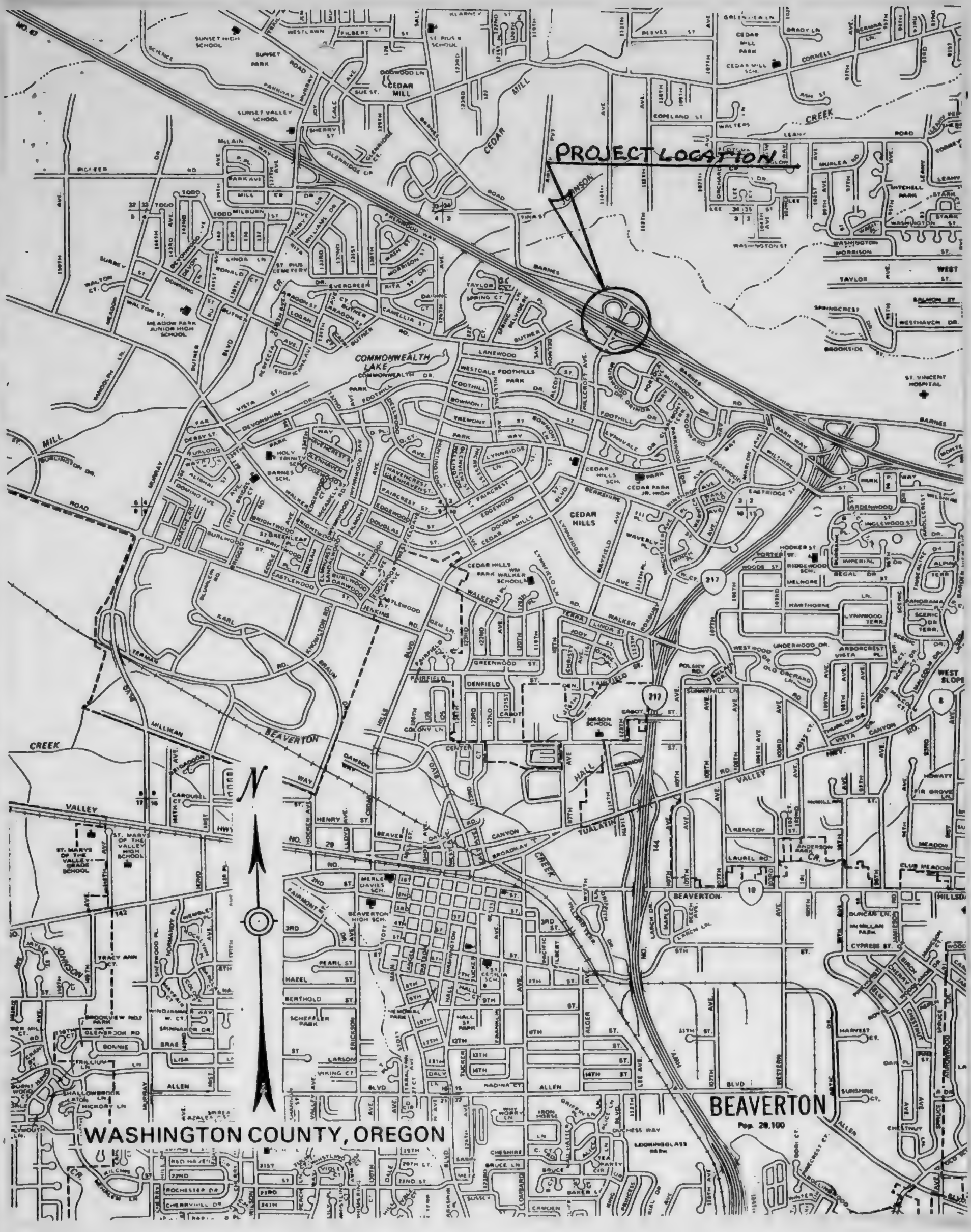
APPROVED:

State Highway Engineer

DATE: 2/22/84

RECEIVED
STATE HWY ENGR
FEB 22 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387


PROJECT LOCATION
WASHINGTON COUNTY, OREGON
BEAVERTON
Pop. 28,100
N
SUNSET HIGH SCHOOL
SUNSET PARK
SUNSET VALLEY SCHOOL
ST. PIUS X SCHOOL
CEDAR MILL
CEDAR MILL PARK
CEDAR MILL SCH.
CEDAR MILL CREEK
MEADOW PARK JUNIOR HIGH SCHOOL
ST. PIUS CEMETERY
COMMONWEALTH LAKE
COMMONWEALTH PARK
WESTDALE FOOTHILLS PARK
HOLY TRINITY SCH.
BARNES SCH.
CEDAR HILLS SCH.
CEDAR PARK JR. HIGH
CEDAR HILLS PARK WALKER SCHOOL
ST. VINCENT HOSPITAL
BEAVERTON CREEK
ST. MARY'S OF THE VALLEY GRADE SCHOOL
ST. MARY'S OF THE VALLEY HIGH SCHOOL
MERLE DAVIES SCH.
BEAVERTON HIGH SCH.
ST. CECILIA SCH.
SCHEFFLER PARK
MEMORIAL PARK
HALL ST. PARK
McMILLAN PARK
LOOKINGGLASS PARK
BROOKVIEW NO. 2 PARK
TUALATIN VALLEY HWY.
BARNES RD.
MURRAY BLVD.
SCHOLLS FERRY RD.
WALKER RD.
CANYON RD.
BROADWAY
ALLEN BLVD
HALL BLVD
217
10

1995

47

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10227

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02387

SECTION: CEDAR HILLS BLVD. INTERCHANGE — WASHINGTON COUNTY

REGION: Metro

SUNSET HWY #47 SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 34-1961

DATE: 1/12/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			918 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 5,800
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES-27-2(16)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do not File
Return to
Bring Up
Active

Appr'd Hwy Engr 2-22-84

PREPARED BY: Curtis H. Trout — DATE: 12-21-83

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X — DATE:

RECOMMENDED, REGION ENGINEER: X — DATE:

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E. J. Richards — DATE: 3-12-84

RECOMMENDED, LOCATION ENGINEER: X — DATE:

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

10227

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02387

SECTION: Cedar Hills Blvd. Interchange

REGION: Metro

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
47	Sunset Highway	FROM 2C68.34 TO 2C68.43	0.09

☒ URBAN ☐ RURAL | CITY: | COUNTY: Washington | ROAD/STREET NAME: Cedar Hills Blvd.

ROUTE #: US 26 | FEDERAL AID #: FAP 27 | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$ 26	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION	$ 26	
TOTAL ESTIMATE	$	

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	8

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	NA
RIGHT OF WAY ACQUISITIONS	(S,C,A)	NA

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	22,000	39,000
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Lack of illumination creates driver uncertainty and confusion.

PROPOSED SOLUTION

Install illumination at each quadrant of the ramp terminals and consider possibly adding illumination under the Sunset Highway overcrossing structures.

REQUESTED, REGION ENGINEER X [signature]	DATE 1-11-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — P' IECT REQUEST (Cont.) 10227

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02387

SECTION

Cedar Hills Blvd. Interchange

REGION

Metro

PROJECT JUSTIFICATION

Will reduce driver uncertainty and confusion at night, in addition to reducing some of the night-time accidents.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

10227

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02387

SECTION: Cedar Hills Blvd. Interchange

REGION: Metro

E R: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	E	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
		C		10		12	12	16	12		10		€			

No Change

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT E RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02387

SECTION: Cedar Hills Blvd. Interchange

REGION: Metro

E(IATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

12/2

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

N/A

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

CLEARED

(

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

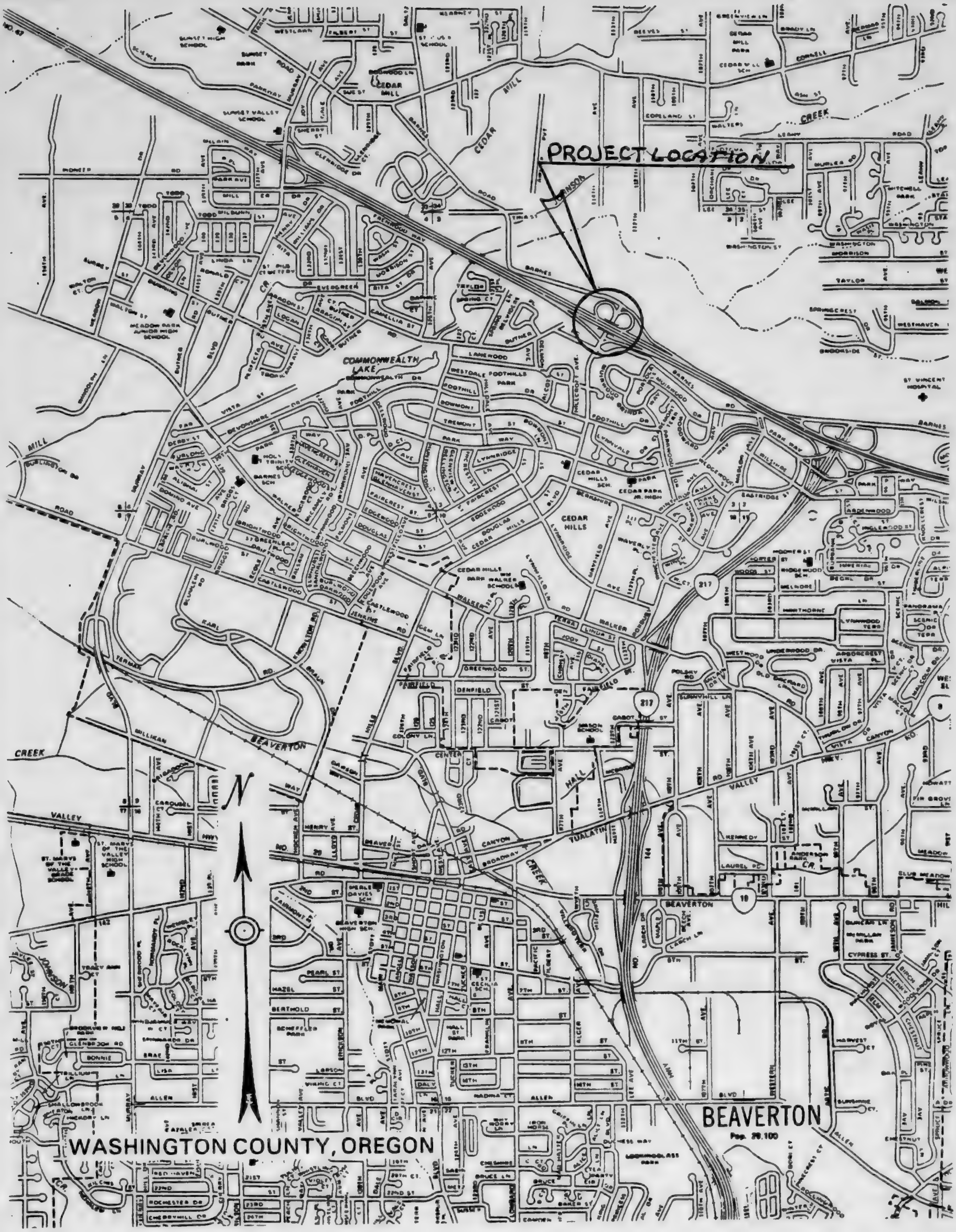
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

(

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)


PROJECT LOCATION
CEDAR MILL CREEK
COMMONWEALTH LAKE
CEDAR HILLS
BEAVERTON
WASHINGTON COUNTY, OREGON
Page 29.100

7775

47N

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6837
TELEPHONE

TO: M. J. Hart
Bridge Engineer

ATTN: R. W. Ellison

DATE: August 16, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Contract No. 8923
Proposed Illumination

Cedar Hill Boulevard Interchange has been reviewed for illumination using our "Guidelines for Illumination".

We recommend that partial interchange illumination be installed as part of this contract, if it is determined that funds are available.

A copy of the necessary approval is attached.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

MLT:jrb

Attachment

cc w/attach.: E. S. Hunter
J. H. Versteeg
E. L. Hardt

REFERRED TO
Beard, Stoud-ameyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christenson, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
AUG 17 1979
ROAD DESIGN SECTION

Bill-file copy o.b.

Do Not File ☐
Return To
Bring Up
Action

RECEIVED
TECHNICAL SERVICES
AUG 17 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: August 3, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Contract No. 8923
Proposed Illumination

Cedar Hills Boulevard Interchange has been reviewed for illumination; and based upon our "Guidelines For Illumination", this interchange meets the warrants for complete interchange illumination.

Westbound on the highway through the interchange is a run of 1,410 feet of double-faced metal guardrail which separates the main highway from the frontage road. Region recommended that illumination be installed, as part of the above contract, so the guardrail would be visable during the hours of darkness.

Region I will be working with the Bridge Section to discuss the design and cost of illumination to see if it is practical at this time.

We recommend that partial interchange illumination be installed as part of this contract if it is determined that funds are available.

We request your approval to install partial interchange illumination.

L. E. George
Traffic Engineer

VLT:jrb

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8/15/79

RECEIVED
AUG 15 1979
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

RECEIVED
STATE HWY ENGR
AUG 7'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9945 47

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

DATE: July ~~18~~ 27, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Proposed Illumination

As requested, Cedar Hills Boulevard Interchange has been reviewed for proposed illumination.

Based upon our "Guidelines for Illumination", this interchange does meet the warrants for complete interchange illumination. We agree with Ed Hardt that illumination would be of benefit for the visibility of the guardrail during hours of darkness. This could be achieved with partial interchange illumination, which we recommend.

If funds are available to carry out this project, please advise; and, we will obtain the necessary approvals to proceed.

L. E. George
Traffic Engineer

VLT:jrb

cc: E. L. Hardt

REFERRED TO
Beard, Cole, Erikson, Hager, Return, Discuss, Do, File Copy, Stoudenmayer, Sample, Watson, Dorn, Leu, Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 19 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring 9/17/79
Action

7/27/79
Discussed this and doublefaced barrier with Mr. Croft. We have an overlay project from Cedar Hills Interchange - Sylvan Interchange on the program for FY 1980. This would affect the guardrail. It was recommended to Marion and he concurred that we should leave any modification of the rail to the future contract. After discussing w. Ed Hardt, Marion indicated they would like to do partial illum. I put him in touch with Gordon Ballard to discuss design & cost to see if practical at this time. Ballard will contact George if he is to get approvals.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 25, 1979

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: WILSON RIVER HIGHWAY JCT.-
VISTA RIDGE TUNNEL SECTION
CONTRACT NO. 8923

TO: HAL VERSTEEG
Head of Engineering

Attached is a plan showing the Cedar Hills Blvd. Interchange on the Sunset Highway. Westbound on the highway through the interchange is a run of 1410 feet of doublefaced metal guardrail which separates the main highway from the frontage road. This barrier has evidence of many hits, so as part of the safety improvement of the highway under the subject project we are looking at ways to eliminate or alleviate this problem.

The maintenance people involved on this highway would like to have the metal barrier replaced with a concrete barrier, so as to minimize the maintenance cost. This would, obviously, help with respect to maintenance but it does not speak to the reason why the barrier is being hit in the first place. The interchange is not illuminated, so I suspect that the reason that the barrier is being hit so often is that it is not visible during the hours of darkness.

My recommendation is that we install illumination for this barrier and, if it can be justified on the basis of safety, replace it with a concrete barrier. I'd like your thoughts on it. We have not discussed this with Bud George's people, so you might want to consider doing that.

L. E. GEORGE

ELH/cr
cc Bill Geibel
Jim Cochell

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 26 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring /
Action

R/W

120

"BB" Line

R/W

BARNES ROAD

R/W

OF PROJECT
0A+00

R/W

IVY - FROM ATOP WALL @ 200'

"CO" Line

1340'

101' - JAPANESE YEW - 60'

"LW" Line

3140

"LE" Line

11,790'

57'

1475'

"E" Line

NOTE:
• SAVE & PROTECT 6 VOLUNTEER BLACK LOCUST TREES - 18-40'

R/W

4" Thick.

EXTG. CURB

C. Concrete Surfacing

BUTNER ROAD

NOTE:
• SAVE & PROTECT EXISTIN
BLACK LOCUST TREES -
• SAVE & PROTECT EXISTIN
SCOTCH BROOM
• PLANT ENGLISH IVY TO
OF EXISTING GROWTH &
ANY SINGLE BROOM ON TH
• IRRESPECTIVE OF LOCATIO
ON THE PLANS, ALL TREE
PLANTED 40 FEET FROM NE
OF TRAVEL LANE UNLESS
ARE LOCATED BEHIND EXI
RAIL.

CEDAR

FED ROAD Div. No. -10-

9 PACIFIC WAXMYRTLE

"A" Line

368'
~~370~~ JAPANESE
~~681~~ 67 PACIFIC WAXMYRTLE
12 LONDON PLANETREE
2,590 ~~2,310~~ STATE HYBRID DEARDERRY
14 WARMINISTER BROOM

345

STRIP (SEE DETAIL)

9 LONDON PLANETREE
19-17 WARMINISTER BROOM
~~2,860~~ STATE HYBRID DEARDERRY
3,120

"B" Line

81'
~~88~~ PACIFIC WA
200 SHORE
~~1990~~ OREGON
6 LONDON PL

350

315

20 PACIFIC WAXMYRTLE
112 ~~122~~ JAPANESE ROSE-GOLD
21 LONDON PLANETREE

BROOM
DEARDERRY
NETREE
E-20'

345

~~550~~ STATE HYBRID DEARDERRY
52-22 WARMINISTER BROOM
3 LONDON PLANETREE
~~1000~~ STATE HYBRID DEARDERRY
13,140

CONST. AC PAVED STRIP (SEE DETAIL)

"X" Line

350

"D" Line

EGI & VOLUNTEER
T TREES -
EGI EXISTING
OOM
LISH IVY TO EDGE
GROWTH & BENEATH
BROOM ON THE BANK
OF LOCATIONS SHOWN
S, ALL TREES WILL BE
EET FROM NEAREST EDGE
AME UNLESS TREES
BEHIND EXISTING GUARD

"FR" Line

10,940
~~1000~~ STATE HYBR
27 WARMINISTER
7 COMMON BR

955

• PROPOSED REMOVAL OF EXISTING GUARDRAIL & REPLACING WITH PRECAST GM MEDIAN BARRIER W/SLOPED FACE.

REMOVE GUARDRAIL:

1410' L.F. @ $1/L.F. = 1,410.00

INSTALL GM BARRIER:

1410' L.F. @ $15/L.F. = 24,463.50

ESTIMATED COST $26,085.00

AS CONSTR

Revised MS (

103'
~~140~~ | JAPANESE ROSE - 6'OC.
~~89~~ 99 | PACIFIC WAXMYRTLE - 6'OC.
61 | LONDON PLANETREE
140 | STATE HYBRID DEARBORN - 2'OC.

81'
~~88~~ | PACIFIC WAXMYRTLE - 6'OC.
200 | SHORE JUNIPER - 4'OC.
~~390~~ | OREGONGRAPE - 3'OC.
61 | LONDON PLANETREE

"C" Line

R/W

EXIST. SIDEWALK

10 | PACIFIC WAXMYRTLE
134 ~~140~~ | JAPANESE ROSE - 6'OC.
847 ~~880~~ | JAPANESE ROSE - 6'OC.

"D" Line

"Lw" Line

PACIFIC WAXMYRTLE
JAPANESE ROSE - 6'OC
LONDON PLANETREE

3.55

"L" Line

CONST. AC PAVED SWALE (SEE DETAIL)

"ER" Line

R/W

10,940'
~~1059~~ STATE HYBRID DEARBORNAT
37 | WARMINSTER BROOM
7 | COMMON DOUGLASFIR

NOTE:
• SAVE & PROTECT 3 VOLUNTEER BLACK LOCUST TREES

RDRAK & REPLACING WITH PRECAST GM MEDIAN

L:
15 = 1,621.50

: = 24,463.50

ED COST $26,085.00

AS CONSTRUCTED

CEDAR HILLS BLVD. INTERCHANGE SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OPEGON	I-SF-2720		See Index

30 15 0 30 100
SCALE IN FEET

NORTH

JAPANESE ROSE - 6'Ø
PACIFIC WAXMYRTLE - 6'Ø
LONDON PLANETREE
STATE HYBRID DEARBORN - 2Ø

END OF PROJECT
STA. 5165+10

R/W

10 PACIFIC WAXMYRTLE
134 ~~130~~ JAPANESE ROSE - 6'Ø
847 ~~830~~ JAPANESE ROSE - 6'Ø

EXTG. SIGN

SIGN BRIDGE

EDGE

SAVE & PROTECT EXTG GROWTH

ING PAVED STRIP (SEE DETAIL)

R/W

NOTE:
• SAVE & PROTECT ALL VOLUNTEER SEEDLINGS IN PLANTING AREA

95

E & PROTECT 3 VOLUNTEER
CH LOCUST TREES

OE	RE	RME	RCE
TE	RECEIVED		RSM
UE	JUN 18 1979		RSC
SO	REGION I		RBI
TO			

N

300
(1150)
[9.3]

630
(400)
[5.7]

BARNES ROAD

60
(340)
[2.4]
Rt. Turn

150' Rt. Turn Storage

240 (810) [6.9] Thru

380
(620)
[6.3]
Lt. turn

540
(330)
[6.3]
Thru

220' Thru Storage

440 (960) [8.7]

390
(1210)
[10.6]

90
(70)
[1.2]

920
(950)
[10.8]

630
(2020)
[17.]

Weave Minimum

550

400 Weave Minimum

SUNSET HWY

Widen Structure

Beav-Tigard Hwy

180
(420)
[4.7]

520
(300)
[4.9]

450
(600)
[12.8]

400
(900)
[9.]

CEDAR HILLS INTERCHA:
ALTERNATE 3 MAP 4

XXX	1977 AM PH
(XXX)	1977 PM PH
[XX.X]	1977 AWD

Aug., 1977

CEDA
ALTE
XXX
(XXX)
[XX.X

300
(1150)
[9.3]

630
(1000)
[5.7]

240 (810) [6.9] Thru

90
(70)
[1.2]

920
(950)
[10.8]

630
(2020)
[17.5]

Minimum 400' Weave

520
(300)
[4.9]

450
(1600)
[12.8]

400
(350)
[3.6]

Beav-Tigard Hwy
180
(420)
[4.7]

Minimum 55' Weave

Widen Structure

60
(340)
[2.4]
Rt. Turn

150' Rt. Turn Storage

380
(620)
[6.3]
Lt. Turn

540
(330)
[6.3]
Thru

2201

390
(1210)
[10.6]

440 (960) [8.7]

MAP 4
ALT. 3

END

OF

REFILM

1985 COI Main Canal (Walker Rd.) 9946
Br. Sec, Walker Rd. E. of Bend
(gr, and structure)

C+A 7990 11-7-83

9946

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: December 15, 1986

COUNTY: Deschutes AGREEMENT NO: 7990 PROJECT NO: BROS-900(8,9)

CONTRACT NO: 9946 SECTION: COI Canal (Walker Road) Bridge

PRELIMINARY ENGINEERING PREFIX 209-1929

	Participating	Non Participating
Project Manager	$ 2,665.41	$
Final Design	3,894.47	
Right of Way Descriptions	373.19	
Region Geology	176.72	
Location	233.17	
Program Section	226.29	
Administrative Services	35.20	
Environmental Section	176.34	
Structural Foundation	48.75	
Free Bridge Design	2,231.10	
Free Specifications	1,220.50	
Right of Way Utility Engineer	20.11	
Surfacing Design	88.13	
Hydraulics	207.01	
Total P.E. Cost	$ 11,596.39	$ -0-
Less Free Bridge Design & Spec's.	(3,451.60)	
P.E. COST CHARGEABLE TO COUNTY	$ 8,144.79	

CONSTRUCTION PREFIX 209-1042 & C09946

Payment to Contractor	$ 58,547.86	$
Interest on Final Payment		73.15
Liquidated Damages	(330.00)	
Field Engineering	3,605.37	
Program Section	79.04	
Materials Lab	2,693.77	
Technical Services	315.44	
Construction Branch	31.45	
Region Office Charges	321.93	
Accounting	21.43	
Total Construction Cost	$ 65,286.29	$ 73.15

SUMMARY

Total Participating P.E. Cost	$ 8,144.79
Total Participating Const. Cost	65,286.29
Total Participating Cost to County	$ 73,431.08

FEDERAL FUNDS

P.E. (80%)	$ 6,515.83	
Const. (80%)	52,229.03	$(58,744.86)
Subtotal		14,686.22
Plus Non Participating County Cost		73.15
Less County's Advance Deposits		
AD #83-121	$ 2,980	
AD #85-06	12,400	(15,380.00)
REFUND DUE COUNTY		$ (620.63)

MKS:me

11/08/86

9946

JOB COST SUMMARY
E SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09946	000		555	0521	
C09946	000		555	0521	
C09946	000		555	0531	
C09946	000		555	0531	
C09946	000		555		
C09946	000				
C09946	000	010	001	0811	
C09946	000	010	001	0811	
C09946	000	010	001	0813	
C09946	000	010	001	0813	
C09946	000	010	001	0821	
C09946	000	010	001	0821	
C09946	000	010	001		
C09946	000	010			
C09946	000	020	001	4000	
C09946	000	020	001	4000	
C09946	000	020	001		
C09946	000	020	550	4000	
C09946	000	020	550	4000	
C09946	000	020	550		
C09946	000	020			
C09946	000	900	001	4000	
C09946	000	900	001	4000	
C09946	000	900	001	8027	
C09946	000	900	001	8027	
C09946	000	900	001		
C09946	000	900	030	8027	
C09946	000	900	030	8027	
C09946	000	900	030		
C09946	000	900			

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		.00	4.48
	0521		.00	4.48
	0531		.00	3.43
	0531		.00	3.43
			.00	7.91
			.00	7.91
	0811		.00	14.55
	0811		.00	14.55
	0813		.00	42.96
	0813		.00	42.96
	0821		.00	93.37
	0821		.00	93.37
			.00	150.88
			.00	150.88
	4000		.00	.00
	4000		.00	.00
			.00	.00
	4000		.00	.00
	4000		.00	.00
			.00	.00
			.00	.00
	4000		.00	155.77
	4000		.00	155.77
	8027		.00	698.23
	8027		.00	698.23
			.00	854.00
	8027		.00	.00
	8027		.00	.00
			.00	.00
			.00	854.00

158.79

854.00

11/08/86

JOB COST SUMMARY
E. SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
C09946	000	901	001	7363		
C09946	000	901	001	7363		
C09946	000	901	001			
C09946	000	901	504	7363		
C09946	000	901	504	7363		
C09946	000	901	504			
C09946	000	901				
C09946	000	920	001	0631		
C09946	000	920	001	0631		
C09946	000	920	001			
C09946	000	920				
C09946	000	940	001	8221		
C09946	000	940	001	8221		
C09946	000	940	001	8240		
C09946	000	940	001	8240		
C09946	000	940	001			
C09946	000	940	551	8033		
C09946	000	940	551	8033		
C09946	000	940	551	8214		
C09946	000	940	551	8214		
C09946	000	940	551			
C09946	000	940				
C09946	000					
C09946	001		349	0100		
C09946	001		349	0100		
C09946	001		349			
C09946	001					
C09946	001					
C09946	010		300	8033		

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7363		.00	81.90
	7363		.00	81.90
			.00	81.90
	7363		.00	9.48
	7363		.00	9.48
			.00	9.48
			.00	91.38
	0631		.00	38.94
	0631		.00	38.94
			.00	38.94
			.00	38.94
	8221		.00	72.73
	8221		.00	72.73
	8240		.00	42.96
	8240		.00	42.96
			.00	115.69
	8033		.00	31.00
	8033		.00	31.00
	8214		.00	88.00
	8214		.00	88.00
			.00	119.00
			.00	234.69
			.00	1,377.80
	0100		.00	73.15
	0100		.00	73.15
			.00	73.15
			.00	73.15
			.00	73.15
	8033		.00	537.50

91.38
1,104.17

Program Section

Materials

Mgt interest

11/08/86

JOB COST SUMMARY
E[illegible]UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
C09946	010		300	8033		
C09946	010		300			
C09946	010		598	0521		
C09946	010		598	0521		
C09946	010		598	8033	SF01	
C09946	010		598	8033		
C09946	010		598			
C09946	010					
C09946	010					
C09946	011		199	8033		
C09946	011		199	8033		
C09946	011		199			
C09946	011		300	8033		
C09946	011		300	8033		
C09946	011		300			
C09946	011		598	0521		
C09946	011		598	0521		
C09946	011		598			
C09946	011					
C09946	011					
C09946						

JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

L	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	8033		.00	537.50
			.00	537.50 Non Const.
	0521		.00	26.84
	0521		.00	26.84
	8033	SF01	.00	537.50- credit
	8033		.00	537.50-
			.00	510.66-
			.00	26.84
			.00	26.84 to
	8033		.00	.06-
	8033		.00	.06-
			.00	.06-
	8033		.00	4,027.88
	8033		.00	4,027.88
			.00	4,027.88
	0521		.00	26.84-
	0521		.00	26.84-
			.00	26.84-
			.00	4,000.98
			.00	4,000.98
			.00	5,478.77

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COI MAIN CANAL (WALKER ROAD) BRIDGE SECTION **COUNTY ROAD** **DESCHUTES COUNTY**					
	Construction **Type Code X080** **Structure (Br. #16686) (Sta. 7+90 to Sta. 11+70)**					
	Final Contract Payment Summary	Lump Sum			$ 7,350.00	
	Roadwork					
	Final Contract Payment Summary	Lump Sum			12,225.38	
	Structure					
	Final Contract Payment Summary	Lump Sum			38,972.48	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$ 58,547.86**	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ [330.00]	
	State	All Required			7,068.43	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 6,738.43**	
	TOTAL PARTICIPATING PROJECT COST				**$ 65,286.29**	
	Non-Participating Project Cost					
SFO #1	Transfer excess guardrail from Contract to Bend maintenance (State)	All Required			$ [537.50]	
	Final Contract Payment Summary	Lump Sum			537.50	
	Interest on Final Payments	All Required			73.15	
	TOTAL NON PARTICIPATING PROJECT COST				**73.15**	
	TOTAL PROJECT COST				**$ 65,359.44**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

77-16

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-17-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BROS-0900(9)
PROGRAM APPROVED	VOUCHER PERIOD From: 12/27/84 To: 4/23/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 65,359.44	$ 65,286.29	80%	$ 52,229.03	$ 52,229.03	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/17/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE YRS END
	209	1042	946	00	P 1	.69	321.99	321.99	85	85
	209	1042	948	00	P 1	.07CR	21.43	21.43	85	85
			TOT		P1	481.42	57,171.17	57,171.17		
			** JOB TOTALS **			481.42 **	57,171.17 **	57,171.17 **		
OAR CREEK BRIDGE	CONT NO 9892 FA PROJ NOS BROS1000004 100									STATE
	210	1029	201	00	P 1	18,501.57	180,781.07	180,781.07	84	85
	210	1029	270	01	P 1		200.00	200.00	84	84
	210	1029	296	00	N 9	177.48CR	161,810.81CR	161,810.81CR	84	85
	210	1029	298	00	N 9	177.48	161,810.81	161,810.81	84	85
	210	1029	900	00	P 1	.76CR	1,619.17	1,619.17	84	85
	210	1029	904	00	P 1		35,095.34	35,095.34	85	85
	210	1029	920	00	P 1	.45CR	100.78	100.78	84	85
	210	1029	940	00	P 1	77.00	2,694.00	2,694.00	84	85
	210	1029	944	00	P 1	.21CR	52.14	52.14	84	85
	210	1029	946	00	P 1	1.00CR	243.32	243.32	85	85
	210	1029	948	00	P 1	.24CR	53.60	53.60	85	85
			TOT		P1	18,575.91	220,839.42	220,839.42		
			** JOB TOTALS **			18,575.91 **	220,839.42 **	220,839.42 **		
UMPQUA R(BULLOCK)BR	CONT NO 0059 FA PROJ NOS BROS1000005 100									STATE
	210	1036	900	00	P 1	36.41	36.41	36.41	85	85
	210	1036	920	00	P 1	54.88	54.88	54.88	85	85
	210	1036	944	00	P 1	7.76	7.76	7.76	85	85
	210	1036	945	00	P 1	125.74	125.74	125.74	85	85
			TOT		P1	224.79	224.79	224.79		
			** JOB TOTALS **			224.79 **	224.79 **	224.79 **		
MONITOR CTY PUMT MK#2	CONT NO FA PROJ NOS PMS 0005099 100									STATE
	211	1085	296	00	N 9		427.03CR	464.84CR	80	84
	211	1085	298	00	N 9		427.03	464.84	80	84
	211	1085	915	00	P 1	1.79CR	416.63	416.63	84	85
	211	1085	920	00	P 1			14.64	80	80
	211	1085	948	00	P 1	.04CR	8.58	31.74	81	85
			TOT		P1	1.83CR	425.21	463.01		
			** JOB TOTALS **			1.83CR**	425.21 **	463.01 **		
FOLEY SLOUGH(FRY LANE) BR	CONT NO 9525 * FA PROJ NOS BROS1300004 100									STATE
	213	1067	201	00	P 1			74,761.39	82	83
	213	1067	206	00	N 1			24.98	83	83
	213	1067	296	00	N 9		3,834.76CR	88,615.24CR	82	84
	213	1067	297	00	N 9		3,834.76	19,834.76	82	84
	213	1067	298	00	N 9			68,780.48	82	84
	213	1067	900	00	P 1			8,385.51	82	84
	213	1067	900	00	N 1			2,614.66	82	84

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0700-008									
F04426 C2071943-000	421.79	334.25	421.79						
AGREEMENT TOTALS	421.79	334.25	421.79	80.00	32,800.00	337.43	.00		3.18
FED PROJ TOTALS	421.79	334.25	421.79		32,800.00	337.43	.00		3.18
FEDERAL PROJECT: BROS-0900-008									
F01579 C2091929-011	11,596.39	9,277.11	11,596.39						
AGREEMENT TOTALS	11,596.39	9,277.11	11,596.39	80.00	9,277.11	9,277.11	.00		.00
FED PROJ TOTALS	11,596.39	9,277.11	11,596.39		9,277.11	9,277.11	.00		.00
FEDERAL PROJECT: BROS-0900-009									
F01573									
C09946 -000	4,087.30	331.60	4,127.36						
C09946 -001	73.15	.00	.00						
C09946 -010	26.84	.00	.00						
C09946 -011	61,172.15	51,897.43	61,158.93						
AGREEMENT TOTALS	65,359.44	52,229.03	65,286.29	80.00	52,229.03	52,229.03	.00		.00
FED PROJ TOTALS	65,359.44	52,229.03	65,286.29		52,229.03	52,229.03	.00		.00
FEDERAL PROJECT: BROS-0900-010									
F04377 C2091944-000	971.06	776.85	971.06						
AGREEMENT TOTALS	971.06	776.85	971.06	80.00	40,960.00	776.85	.00		.00
FED PROJ TOTALS	971.06	776.85	971.06		40,960.00	776.85	.00		.00
FEDERAL PROJECT: BROS-1000-003									
F01584 C2101938-011	121,750.24	94,720.00	121,750.24						

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	209	1024	900	00	N 1			16.00	81	81
	209	1024	920	00	P 1			26.80	81	81
	209	1024	940	00	P 1			775.68	81	81
	209	1024	941	00	P 1			92	81	82
	209	1024	942	00	P 1			1,264.93	81	82
	209	1024	944	00	P 1			504.76	81	82
	209	1024	945	00	P 1			326.28	81	83
	209	1024	946	00	P 1			591.81	81	82
	209	1024	948	00	P 1			30.61	83	83
			TOT	P1				130,432.10		
			TOT	N1				51.09		
			** JOB TOTALS **			**	**	130,483.19 **		
C O I CANAL BRIDGE	CONT NO 9557 * FA PROJ NOS BROS0900007 100								STATE	
	209	1030	201	00	P 1			43,023.27	83	83
	209	1030	201	00	N 1			250.00	83	83
	209	1030	206	00	N 1			39.27	83	83
	209	1030	290	01	N 1			250.00CR	83	83
	209	1030	296	00	N 9			51,926.88CR	83	84
	209	1030	297	00	N 9			12,299.47	83	84
	209	1030	298	00	N 9			39,627.41	83	84
	209	1030	900	00	P 1			3,223.37	83	84
	209	1030	900	00	N 1			2,353.35	83	84
	209	1030	920	00	P 1			37.26	82	83
	209	1030	940	00	P 1			647.53	83	83
	209	1030	941	00	P 1			192.68	83	83
	209	1030	942	00	P 1			988.95	82	83
	209	1030	944	00	P 1			375.26	82	83
	209	1030	945	00	P 1			210.91	83	83
	209	1030	946	00	P 1			763.46	83	83
	209	1030	948	00	P 1			21.57	83	83
			TOT	P1				49,534.26		
			TOT	N1				2,392.62		
			** JOB TOTALS **			**	**	51,926.88 **		
COT M CANAL(WALKER RD)BR	CONT NO 9946 FA PROJ NOS BROS0900009 100								STATE	
	209	1042	201	00	P 1		54,519.98	54,519.98	85	85
	209	1042	203	00	P 1		330.00CR	330.00CR	85	85
	209	1042	284	00	P 1		2,709.50CR	2,709.50CR	85	85
	209	1042	296	00	N 9	16,855.29CR	45,410.81CR	45,410.81CR	85	85
	209	1042	298	00	N 9	16,855.29	45,410.81	45,410.81	85	85
	209	1042	900	00	P 1	156.21	2,501.20	2,501.20	85	85
	209	1042	920	00	P 1	.18CR	40.10	40.10	85	85
	209	1042	940	00	P 1	324.00	1,964.00	1,964.00	85	85
	209	1042	941	00	P 1	2.29	495.08	495.08	85	85
	209	1042	944	00	P 1	1.38CR	315.44	315.44	85	85
	209	1042	945	00	P 1	.14CR	31.45	31.45	85	85

9146

jc cc: OSHD (Rulien) 9946 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Deschutes	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
April 8, 1986	C. O. Fredrickson, Construction Engineer	BROS-0900(9)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
May 10, 1985	December 30, 1985	105 %	63 CD

LOCATION

COI Main Canal (Walker Road) Bridge Section approximately 13 miles east of Bend

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of grading and aggregate base.

   B. Removal of old bridge.

   C. Construction of Bridge No. 16686.
      Length: 43.5 feet. Width: 31.5 feet.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: E. M. Waldron Sr. Construction

3. Contract Amount: $58,755.36

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
TAT HWY ENGR
APR 25 '86
REFER TO Fredrickson

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original signed by R. E. CHRISTIANSON	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FOH: Inves. | R/D | D/R | Sign | Act | File

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9946

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 2-102	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Deschutes
MODIFICATION NUMBER: 1	2-11-86	Project Number: BROS-0900(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 7, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 61,943	$ 68,420
Federal funds	$ 49,554	$ 54,736
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 5, 1986

FEDERAL AID PROJECT NO. BROS-0900(9)

COI MAIN CANAL (WALKER RD.) BRIDGE SEC.
COUNTY ROAD
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X-080
STRUCTURE (BR. #16686) STA. 7+90 TO STA. 11+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Base	$ 12.50	190	$ 2,375.00	317	$ 3,962.50
Add Wingwall (FA #1)	---	---	---	---	3,809.88
			$ 2,375.00		$ 7,772.38

Increase		$ 5,397.38
Subtotal from estimate of March 4, 1985		54,099.00
Subtotal		$ 59,496.38
Engineering		8,923.62
Total		$ 68,420.00

Length of Project 0.7 mi.

Federal Funds (80%)	$ 54,736.00
County Funds	13,684.00
Total Funds	$ 68,420.00

Group 1 100%
Contract No. 9946
Prefix: 209-1929
Prefix: C09946
Appn Code: 117
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA		STATE
3-69	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	OREGON
		COUNTY: DESCHUTES
		PROJECT NO.: BROS-0900(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., C01 Main Canal (Walker Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-27-84	0.07
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 61,943.00	$ 49,554.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 7 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 4, 1985

FEDERAL AID PROJECT NO. BROS-0900(9)

COI MAIN CANAL (WALKER RD.) BRIDGE SECTION
COUNTY ROAD
DESCHUTES COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (BR. #16686)(Sta. 7+90 to Sta. 11+70)

Mobilization	Lump Sum	All	Lump Sum	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	129	5.00	645.00
Temporary Barricades	Each	12	75.00	900.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	450.00
Earthwork	Lump Sum	All	Lump Sum	1,100.00
Aggregate Base	Cu. Yd.	190	12.50	2,375.00
Guard Rail, Type 2A	Lin. Ft.	88	19.00	1,672.00
Guard Rail, Type 3	Lin. Ft.	94	30.00	2,820.00
Guard Rail Anchors, Type 1	Each	3	275.00	825.00
Rail End Pieces, Type C	Each	4	75.00	300.00
Type 2 Fence	Lin. Ft.	430	3.30	1,419.00
Loose Riprap, Class 50	Cu. Yd.	27	9.00	243.00
STRUCTURE				
Bridge Removal Work	Lump Sum	All	Lump Sum	500.00
Structure Excavation	Cu. Yd.	100	8.50	850.00
Structure Excavation Below Elevations Shown	Cu. Yd.	10	15.00	150.00
Structural Concrete, Class 3300 (26 C.Y.)	Lump Sum	All	Lump Sum	3,900.00
Reinforcement	Lump Sum	All	Lump Sum	750.00
4' x 40'/45' Prestressed Slabs	Each	8	3,050.00	24,400.00
Metal Rail with Tubing	Lin. Ft.	100	48.00	4,800.00
				$ 53,599.00

ANTICIPATED ITEMS

Roadside Seeding & Mulching	All Required	$ 500.00
	SUBTOTAL	$ 54,099.00
	Engineering	7,844.00
	TOTAL	$ 61,943.00

Length of Project ---------- 0.07 miles

Federal Funds (80%) ----------	$49,554.00
County Funds ----------	12,389.00
TOTAL	$61,943.00

Group 1: 100%
Contract No. 9946
Prefix: 209-1929 (P.E.)
Prefix: 209-1042 (Const.)

Appn Code 117

CPL:pf

9946

mike Shultz

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 5, 1986

FEDERAL AID PROJECT NO. BROS-0900(9)

COI MAIN CANAL (WALKER RD.) BRIDGE SEC.
COUNTY ROAD
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X-080
STRUCTURE (BR. #16686) STA. 7+90 TO STA. 11+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Base	$ 12.50	190	$ 2,375.00	317	$ 3,962.50
Add Wingwall (FA #1)	---	---	---	---	3,809.88
			$ 2,375.00		$ 7,772.38

Increase	$ 5,397.38
Subtotal from estimate of March 4, 1985	54,099.00
Subtotal	$ 59,496.38
Engineering	8,923.62
Total	$ 68,420.00

Length of Project 0.7 mi.

Federal Funds (80%)	$ 54,736.00
County Funds	13,684.00
Total Funds	$ 68,420.00

Group 1 100%
Contract No. 9946
Prefix: 209-1929
Prefix: C09946
Appn Code: 117
RLC:bkb

9946

January 30, 1986

CON 5
#9946

Fidelity & Deposit Co. of Maryland
P.O. Box 489
Portland, OR 97207

Contract No. 9946 awarded to E. M. Waldron Sr. Const., Inc. for work on the COI Main Canal Bridge Section of Walker Road in Deschutes County was completed on September 9, 1985, and accepted by the State Highway Division on December 30, 1985.

Final payment in the amount of $1,454.30 will be released to the contractor after February 5, 1986. The total contract amount is $58,775.36 including $3,809.88 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: E. M. Waldron Sr. Const., Inc.
64330 Bend-Redmond Highway
Bend, OR 97701

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
D. D. Allen

9946

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 30, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9946 ,	On Site Work Substantially Completed	5-10-85
All Work Completed	9-9-85		
Project	C.O.I. Main Canal (Walker Rd.) Bridge		
Highway	County Road		
County	Dechutes		
Type of Work	Grading & structure		
Contractor	E. M. Waldron Sr. Const., Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001 9946

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: C.O.I. Main Canal (Walker Rd) Bridge		WEEK ENDING: Sept. 28, 1985
		SECTION PREFIX: 209-1042
HIGHWAY: County Road		COUNTY: Deschutes
NAME OF JOB: C.O.I. Main Canal (Walker Rd.) Br.	KIND OF WORK: Grading & Structure	
CONTRACTOR: E.M. Waldron Sr. Const. Inc.	CONTRACT NUMBER: 9946	FEDERAL AID PROJECT NUMBER: BROS-0900(9)
DATE OF CONTRACT: Mar. 1, 1985	DATE WORK STARTED: March 9, 1985	ESTIMATED COMPLETION DATE: May 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION. ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 63
PROJECT AUTHORIZATION: $ 61,943.36	SPECIFIED COMPLETION DATE: May 31, 1985	PERCENT OF TIME ELAPSED: 105%
EXCLUSIVE OF ENGINEERING: $ 56,534.36	ENGINEERING AUTHORIZATION: $ 5409.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,534.36	ENGINEERING COST TO DATE: $ 4,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 83 %	DATE PROJECT WAS COMPLETED: May 10, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16686							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next week:

Status: Final weekly, semi-final submitted this week.

Visitors:

SIGNED Jerry Thackery LOCATION BEND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9846 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See Below

2. STATE PROJECT NO. [redacted]

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

2A. COUNTY NAME
Multnomah & Washington

6. TO
8-29-85
80367
30084

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
August 26, 1985

8. FEDERAL ROUTE NUMBER
FAU 9022-9867-9960

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:
IX-9022(9) East Main St. - East City Limits (Hillsboro)
IX-9867(8) Johnson Creek Bridge Section
IX-9960(2) N. E. Union Ave. - N. E. Marine Drive

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 8-16-85 and 8-20-85 the Program Change adding appropriation code 177 to each of the above projects is approved.

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 9/4

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/29/85	G. K. Hoesner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9946 — 209-1929

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BROS-900(8)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-9-83 To: 12-26-85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$11,596.39	$11,596.39	80%	$9,277.11	$9,277.11	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5-6-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	COI Main Canal (Walker Rd.) Bridge Section County Road in Deschutes County					
	Preliminary Engineering					
	Type Code PE					
	State	All Rquired			11,596.39	
	Total Participating Preliminary Engineering				11,596.39	
	Prepared based on Participating Costs as shown on the Federal Billing as of 5-9-85					
	AMOUNT CARRIED FORWARD					

801 OREGON STATE HIGHWAY DIVISION 06/13/85

BILLING NUMBER 48 FHWA BILLING VOUCHER PAGE 111

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
205-1996	1#	PMS -000S-109 APPR-140	4,900.78	4,922.68	4,900.78	100.00	4,900.78	4,900.78		
206-1939	1	SOS -0600-001 APPR-680	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
206-1982	1	BROS-0600-002 APPR-117	12,000.00	12,098.95	11,976.03	80.00	9,580.82	9,563.93		16.89
206-1983	1	HES -A431-001 APPR-000								
206-1988	1	BROS-0600-003 APPR-114	70,728.00	22,530.87	22,530.87	80.00	18,024.70	18,024.70		
206-1991	1	BROS-0600-004 APPR-114	20,800.00	18,790.09	18,790.09	80.00	15,032.07	14,925.72		106.35
206-1993	1	BROS-0600-005 APPR-114	23,200.00	8,334.80	8,334.80	80.00	6,667.84	6,559.10		108.74
-1994	1	BROS-0600-006 APPR-117	20,640.00	21,701.63	21,685.06	80.00	17,348.05	15,143.50		2,204.55
207-1930	1#	BROS-0700-003 APPR-117	8,150.30	10,187.87	10,187.87	80.00	8,150.30	8,150.30		
207-1932	1#	BHOS-0700-005 APPR-117	8,502.64	10,628.30	10,628.30	80.00	8,502.64	8,502.64		
207-1937	1	BROS-0700-006 APPR-114	21,040.00	8,873.29	8,792.62	80.00	7,034.10	5,767.12		1,266.98
209-1902	1#	BROS-0900-005 APPR-117	12,106.37	15,132.96	15,132.96	80.00	12,106.37	12,106.37		
209-1903	1#	BROS-0900-004 APPR-117	16,930.54	21,164.07	21,163.17	80.00	16,930.54	16,930.54		
209-1917	1#	BROS-0900-006 APPR-117	4,501.51	5,626.89	5,626.89	80.00	4,501.51	4,501.51		
209-1920	1	RRS -3241-001 APPR-138	1,800.00	380.00	380.00	90.00	342.00	342.00		
209-1925	1	RRS -000S-025 APPR-138	1,800.00	142.55	142.55	90.00	128.30	128.30		
209-1929	1#	BROS-0900-008 APPR-117	9,277.11	11,596.39	11,596.39	80.00	9,277.11	9,277.11		
209-1991	1#	SOS -0902-001 APPR-680	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664.46		
-1924	1	RRS -000S-021 APPR-138	1,800.00	92.13	92.13	90.00	82.92	82.92		
210-1938	1	BROS-1000-003 APPR-117	94,720.00	96,079.98	96,079.98	80.00	76,863.98	76,727.13		136.85
210-1939	1	BROS-1000-004 APPR-117	5,520.00	1,616.30	1,616.30	80.00	1,293.04	1,293.04		
211-1903	1	BROS-1100-001 APPR-114	19,200.00	6,839.66	6,839.66	80.00	5,471.73	4,533.38		938.35
211-1906	1	BROS-1100-002 APPR-117	20,400.00	2,301.79	2,301.79	80.00	1,841.43	1,841.43		
211-1999	1	PMS -000S-099 APPR-140	200.00	105.09	105.09	100.00	105.09	105.09		
212-1935	1	SR -8379-001 APPR-079	18,150.00	9,665.01	9,584.76	88.15	8,448.97	7,009.96		1,439.01
213-1905	1#	BROS-1300-003 APPR-117	10,981.57	13,769.45	13,726.96	80.00	10,981.57	10,981.57		

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		209 1917	937	00	P	1			369.66	
			TOT	P1					5,626.89	
			** JOB TOTALS **				**	**	5,626.89	**
BNRR XING @ REED MARKET	CONT NO		FA PROJ NOS RRS 3240001 100							STATE
		209 1920	296	00	N	9		26.84CR	342.00CR	
		209 1920	298	00	N	9		26.84	342.00	
		209 1920	905	00	P	1			108.92	
		209 1920	920	00	P	1			36.28	
		209 1920	932	00	P	1		30.00	234.80	
			TOT	P1				30.00	380.00	
			** JOB TOTALS **				**	30.00 **	380.00	**
BNRR @ BAKER RD	CONT NO		FA PROJ NOS RRS 000S025 100							STATE
		209 1925	296	00	N	9		95.67CR	128.30CR	
		209 1925	298	00	N	9		95.67	123.30	
		209 1925	905	00	P	1		4.25	106.32	
		209 1925	920	00	P	1			36.23	
			TOT	P1				4.25	142.55	
			** JOB TOTALS **				**	4.25 **	142.55	**
COL MAIN CANAL (WALKER) BR	CONT NO		* FA PROJ NOS BROS0900008 100							STATE
		209 1929	296	00	N	9	9.28	5,415.26CR	9,277.11CR	
		209 1929	298	00	N	9	9.28CR	5,415.26	9,277.11	
		209 1929	901	00	P	1	Project Manager	133.30	2,665.41	
		209 1929	905	00	P	1	Final Design 6.00CR	2,373.77	3,894.47	
		209 1929	906	00	P	1		41.81	354.50	To 927
		209 1929	909	00	P	1		373.19	373.19	
		209 1929	910	00	P	1			176.72	
		209 1929	918	00	P	1			233.17	
		209 1929	920	00	P	1		115.29	226.29	
		209 1929	921	00	P	1	5.60CR	896.96	896.96	To 929
		209 1929	922	00	P	1		35.20	35.20	
		209 1929	923	00	P	1		176.34	176.34	
		209 1929	926	00	P	1			48.75	
		209 1929	927	00	P	1		284.95	1,876.68	2231.10
		209 1929	929	00	P	1		323.54	323.54	1220.50
		209 1929	932	00	P	1		20.11	20.11	
		209 1929	933	00	P	1		88.13	88.13	
		209 1929	937	00	P	1			207.01	
			TOT	P1			11.60CR	4,862.59	11,596.39	
			** JOB TOTALS **				11.60CR**	4,862.59 **	11,596.39	**
DESH RIVER (SHEEP) BRIDGE	CONT NO		* FA PROJ NOS SOS 0902001 100							STATE
		209 1991	296	00	N	9			8,412.80CR	

9416

February 11, 1985

PRO

Mr. Neil Hudson
Director of Public Works
61160 SE 27th
Bend, OR 97720

Dear Mr. Hudson:

Subject: COI Main Canal (Walker Road) Bridge
Deschutes County
Project No. BROS-0900(9)

On February 7, 1985 the State Highway Division received a satisfactory bid from E.M. Waldron Sr. Construction Company, Inc., 64330 Bend-Redmond Highway, Bend, Oregon 97701, for the subject project.

This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7990, the County is requested to deposit their share of the project cost as computed below.

Contractors Bid	$ 53,599.00
Anticipated Items	500.00
SUBTOTAL	$ 54,099.00
Contingencies (4-1/2%)	2,434.46
Engineering (10%)	5,409.90
TOTAL CONTRACT COST	$ 61,943.36
Less Federal Funds (80%)	(49,554.69)
COUNTY'S SHARE	$ 12,388.67
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 12,400.00

We will award the contract when we receive your advance deposit in the amount of $12,400, which should arrive no later than March 1, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

RECEIVED 3-1-85
CK

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
cc: w/AD #85-06 John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-06 when advance deposit is received.

9946

Con 19-1
COI Canal

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-0900(9)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-27-84

4. PROGRAM NO.:

5. ITEM NO.: 40080

2A. COUNTY NAME: Deschutes

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 11/14

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/27/84	Non Federal-aid	County Road

10. GENERAL LOCATION:

COI Main Canal (Walker Road) Bridge #17C28-027-00675

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 12/21/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $82,000; Federal Funds $65,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 12/21/84 that provision of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section C01 Main Canal (Walker Rd) bridge ~~Programming Estimate $ 153,000~~

Highway Walker Road (County Road) Proj. Length —

77466 County Deschutes Completion Time 90 CD

Kind of Work Grading and Structure Est. Comp. Date 11/12/85

Prefix 209-1929-921 Letting Date Jan 29, 1985 Project No. BROS-0900(9)

RECD 11/29/84 @ 2:20 PM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~63,918.00~~ ~~70576.00~~ 63,918

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500.00	$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

	64,418.00 ~~63,776.00~~
Subtotal	$ ~~71,076.00~~
Contingencies (4-1/2%)	2,893.80
Engineering ~~(8%,~~ 10%)	6,441.80
Subtotal	$ 73,758.61
Credit for _____	
Estimated Net Authorization, Construction	$ ~~81,382.02~~

Rev. 9/11/84 ~~72,991.46~~

Rev 11/29/84 73,758.61

APPROVED

_____

Road Design Engineer

Rev. 11/81

SUMMARY BID SCHEDULE—COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

JN	COUNTY	SHEET	OF
C01 Main Canal (Walker Rd) Bridge Sec.	Deschutes	1	2

ID OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading and Structure				BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 11-28-84 ~~8-8-84~~					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING ~~9-22-84~~ 1-24-85					
	Mobilization		LUMP SUM	All	LUMP SUM	6,000
	Temporary Striping and Direction of Traffic		LUMP SUM	All	LUMP SUM	1,000.00
	Temporary Signs		Sq Ft	129	6.00	774.00
	Temporary Barricades		Each	12	70.00	840.00
	~~Flaggers~~		~~Hour~~	~~20~~	~~11~~	~~340~~
	ROADWORK					
	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	
	Toe Trench Excavation (Earthwork)		Lump Sum Cu Yd	26	—	1,000
	Embankment in Place (Earthwork) Ted Sec Pump Co. Baker Co. 97814		Cu Yd	45		~~7990~~
	Aggregate Base		Cu Yd	~~190~~ ~~490~~	~~21~~ ~~18~~	~~8820~~
	Guard Rail, Type 2A		Lin Ft	~~88~~ ~~+25~~	18	1584 ~~+445~~ ~~+625~~
	Guard Rail, Type 3		Lin Ft	~~94~~ ~~100~~	30	2820 ~~3000~~
	Guard Rail Anchor, Type 1		Each	~~3~~ ~~4~~	350	1050 ~~+400~~
	Rail End Pieces Type C		Each	4	100	400
	Type 2 Fence		Lin Ft	~~430~~ ~~460~~	5	2150 ~~2300~~
	Loose Riprap, Class 50		Cu Yd	~~27~~ ~~53~~	~~30~~ ~~25~~	810 ~~+325~~

SUMMARY-BID SCHEDULE-COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
C01 Main Canal (Walker Rd.) Bridge Sec.		2	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
				BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Structure Excavation		Cu Yd	100	10.00	1,000.00
	Structure Excavation Below Elevations Shown		Cu Yd	10	10.00	100.00
	Structural Concrete, Class 3300 (26 c.y. @ $230/c.y.)		LUMP SUM	All	LUMP SUM	5,980.00
	Reinforcement 1640# @ .50/#		LUMP SUM	All	LUMP SUM	820.00
	4'x40'/45' Prestressed Slabs ((4x44x3)15.50) + (125 mix 1.50/m)		Each	8	3200.00	25,600.00
	Metal Rail with Tubing		Lin Ft	100	40.00	4,000.00
	~~2 inch Electrical Conduit~~		~~Lin Ft~~	~~45~~	~~5.00~~	~~225.00~~
4	Bridge Removal Work		Lump Sum	All	Lump Sum	4,000
						63,918.00
						~~63,248.00~~
						~~70,573~~

Section C01 Main Canal (Walker Rd) Bridge Programming Estimate $ _____

Highway Walker Road County Road 11 Project Length —

~~9766~~ County Deschutes ~~7-11-84~~ Completion Time 90 CD

Kind of Work Grading and Structure Est. Comp. Date 1/12/85

Prefix 209-1929-921 Letting Date ~~9/27/84~~ 10/11/84 Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

RECD 9/4/84 @ 4:30 PM JC

Estimated Contract Amount . . . . $ ~~70,576.00~~ 63,248.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500.00	$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

Subtotal	$ 63,748.00 ~~71,076.00~~
Contingencies (4-1/2%)	2,868.66
Engineering ~~(8.9,~~ 10%)	6,374.80
Subtotal	$ 72,991.46
Credit for _____	_____
Estimated Net Authorization, Construction	$ ~~81,382.02~~ Rev. 9/11/84 72,991.46

APPROVED

_____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISIO

SECTION	COUNTY	SHEET	OF
C01 Main Canal (Walker Rd) Bridge Sec.	Deschutes	1	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading and Structure				BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 8-8-84					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 9-27-84					
	Mobilization		LUMP SUM	All	LUMP SUM	6,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	1,000 00
	Temporary Signs		Sq Ft	129	6 00	774 00
	Temporary Barricades		Each	12	70 00	840 00
	Flaggers		Hour	20	17	340
	ROADWORK					
	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	
	Toe Trench Excavation (Earthwork Ted Sue Pine Cr Baker Co. #9347)		Lump Cu Yd	sum 26	—	1,000
	Embankment in Place (Earthwork Ted Sue Pine Cr Baker Co. #9347)		Cu Yd	45		
	Aggregate Base		Cu Yd	190 ~~490~~	18	3420 ~~8820~~
	Guard Rail, Type 2A		Lin Ft	88 ~~+25~~	13	1144 ~~+325~~
	Guard Rail, Type 3		Lin Ft	94 ~~+100~~	30	2820 ~~3000~~
	Guard Rail Anchor, Type 1		Each	3 ~~4~~	350	1050 ~~+400~~
	Rail End Heres, Type C		Each	4	100	400
	Type 2 Fence		Lin Ft	430 ~~460~~	5	2150 ~~2300~~
	Loose Riprap, Class 50		Cu Yd	27 ~~53~~	30 ~~25~~	810 ~~+325~~

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISIOI

SECTION	COUNTY	SHEET	OF
C01 Main Canal (Walker Rd.) Bridge Sec.		2	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
				BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Structure Excavation		Cu. Yd	100	10.00	1,000.00
	Structure Excavation Below Elevations Shown		Cu Yd	10	10.00	100.00
	Structural Concrete, Class 3300 (26 c.y. @ $230/c.y.)		LUMP SUM	All	LUMP SUM	5,980.00
	Reinforcement 1640* @ .50/#		LUMP SUM	All	LUMP SUM	820.00
	4'x40'/45' Prestressed Slabs ((4x44x15.50)+(105mix1.50/—))		Each	8	3200.00	25,600.00
	Metal Rail with Tubing		Lin Ft	100	40.00	4,000.00
	~~2 inch Electrical Conduit~~		~~Lin Ft~~	~~45~~	~~5.00~~	~~252.00~~
4	Bridge Removal Work		Lump Sum	All	Lump Sum	4,000
						63,248.00
						~~70,576~~

734-1736 (REV. 2-84)

9946

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail & Summary
2A	Temporary Protection And Direction Of Traffic
3	Plan & Profile

7-6-84

Drg Nos.

S-1, S-12, 2126C	Temporary Protection And Direction Of Traffic
2126, 2126A, 2126D, 2126F, 2126H, 2126 I	Guard Rail
2085	— Fence
39392, 39393, 33258, 39529	Bridge No 16686
20778	— Approoches

STATE

DEPARTMENT O

STATE HIG

PLANS FOR

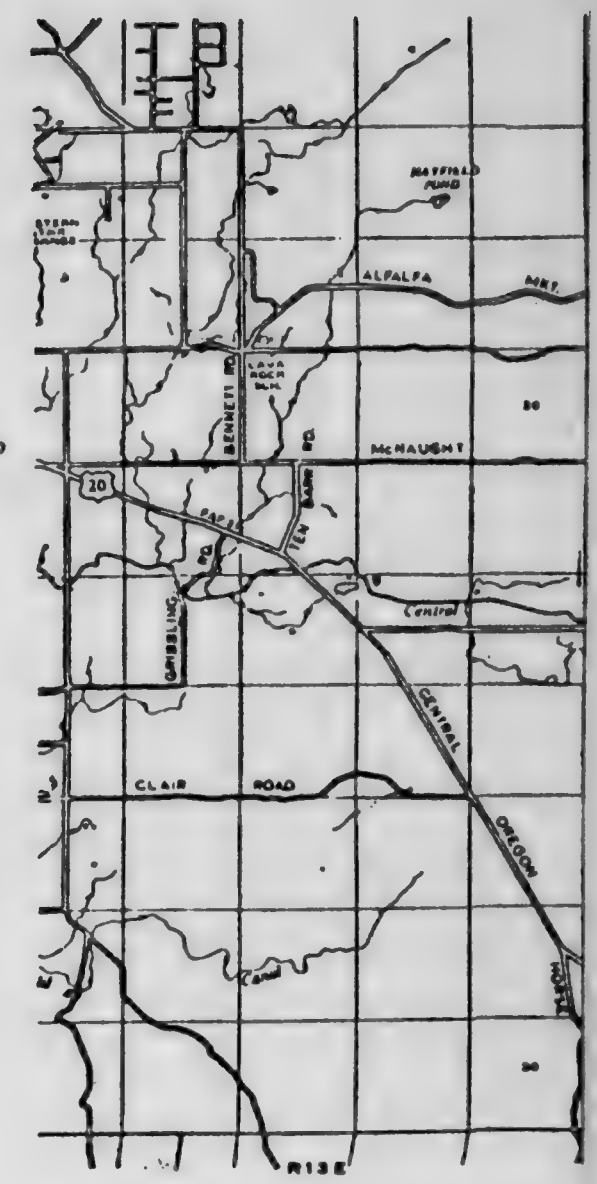
GRADING

COI MAIN CANAL (WA

COU

DESCH

SEPTI



APPROVED AS NOTED:

DATED THIS 5th DAY OF September, 1984

DESCHUTES COUNTY DEPT. OF PUBLIC WORKS
BY Neil K. Hudson, Director of Public Works

APPROVED BY COID WITH NOTE ADDED ON PAGE 2 John A. Anderson, 9/4/84

Sh

Scale 1"
0

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: August 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40080
Project No. BROS-0900(9)
C.O.I. Main Canal (Walker Rd.) Bridge Sec.
County Road
Deschutes County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 27, 1984.

DRH:bkb
Attachments
cc: D.D. Allen (Region 4)
Mike Shultz w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R7

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

8-21-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (10)–(20) — PROJECT LOCATION (45 typewriter spaces) (21–65): Co. Rd., Approx. 1.0 mi. S. of Alfalfa

ADT — PRESENT: 15 DHV . 100 — FUTURE: ---- — YEAR: ---- (70) (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): One Structure

NATL. FOREST (63–68) — FH ROUTE NO. (69–74) — SUPV AGCY (75–76) — DA CLASIF. (77) — DA AREA (78–79) — EMERG. YR. (72–73) — PL. AUTH YR (74–75)

PROJECT NUMBER: PREFIX LETTER(S) (14–20): BROS- — NUMBER (7): 0900

CARD — CLASS OF FEDERAL FUNDS: Bridge Replacement (15% Off-System)

COUNTY NAME: Deschutes

NAME OF URBAN AREA (17–31): ---

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. (82) (86) (87) — U.S.: ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County
1	(1-4) (5)	(10)	(41)	(42)	(43–46)	(53)		(54) (59)	(60) (66)	(67) (70)		
5					PE							
5					ROW							
5					CONST (CODE) X080	(09)	"COI Main Canal (Walker Rd.) Bridge Sec."	0.072	82,000	65,600	----	16,400
							PROJECT TOTALS	0.072	82,000	65,600	----	16,400

(118) (123) (124) (130)

CARD 1 — CODE 1 — PREPARED BY: CRH

1 — 14 — PROGRAM APPROVAL DATES: 11-4-83

REMARKS: Additional Data: Item No. 400
No. BROS-090

Key #00164

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-21-84

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 1.0 mi. S. of Alfalfa	ADT	15 DHV 100	----	----	10	Oregon	41	117	40080

POSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV ADCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
cture								BROS-	0900	(9)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Bridge Replacement (15% Off-System)	Deschutes	017	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"COI Main Canal (Walker Rd.) Bridge Sec."	0.072	82,000	65,600	----	16,400	
D BY CRH		PROJECT TOTALS	0.072	82,000	65,600	----	16,400	

APPROVAL DATES 11-4-83

Key #00164

REMARKS
Additional Data: Item No. 40080; Project No. BROS-0900(8).

-over-

USCOMM DUSCOMM-DC 48903-P61

COI Main Canal (Walker Rd.) Bridge Sec.

Remarks Continued:

Project Data: Work under this project consists of 1) construct one prestress reinforced concrete slab span bridge (No. 16686) length 43'6", width of roadway 31'6"; 2) remove existing structure; 3) construct approaches requiring grade, drain and H-T pave to provide two 12 ft. travel lanes with 4 ft. paved shoulders; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7990 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 11-7-83.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on Page 122.
3) Included in the approved replacement inventory with a sufficiency rating of 47.2 Str. No. 17C28-027-00675.

99416

STATE OF OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: MEMO TO THE FILES

DATE: July 3, 1984

FROM: Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
COI Main Canal (Walker Road) Bridge #17C28
Walker Road
Deschutes County

A surfacing design of 3 inches of A.C. and 12 inches of aggregate base was proposed for the subject section.

I concur that this design is adequate for the project.

JWF:js

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section ✓
Region Federal Aid Specialist

PROGRAM SECTION
JUL 5 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO Loc Gov.
Circle one R/D D/R
Act Disc Info File

9746

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16686

TO: Dale D. Allen
Region 4 Engineer

DATE: June 26, 1984

FROM: ORIGINAL SIGNED
J.M. TINDALL
John M. Tindall
Principal Structural Design Engineer

SUBJECT:
C.O.I. Main Canal(Walker Rd.)Bridge
C.O.I. Main Canal(Walker Rd.)Br. Section
Walker Road
Deschutes County
Bridge 16686

Attached are two reduced prints of Drawings 39392 and 39393 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$10,000
Structure	45,000
Engineering & Contingencies	11,000
TOTAL	$66,000

It is planned to call for bids on this section on August 23, 1984.

Please make a field review and return one set by July 6, 1984 with your comments and corrections noted.

JMT:smd

Attachments

cc Dave Hoerning Deschutes Co. Eng. /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (checked) and designer's notes. Free County Design
Construction /w/ 1 set
Utility Unit /w/ 1 set
~~Program~~ Section
Road Design /w/ 1 set
W. W. Robertson /w/ 1 set

PROGRAM SECTION
JUN 26 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc Info File

81-125-1387

7716

REVIEWED
LEGAL COUNSEL
Deschutes Co.

OREGON STATF HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2009

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-900(8) Prefix 209-1929

Project Name COI Main Canal (Walker Rd.) Br.
#17C28

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC 11 1984
REFER TO ____ ACT ____ REPLY ____
RTED ____ ____ FILE ____
____ ____ INFO ____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 20th day of June, 1984

Certified By:
Regional Right-of-Way Supervisor
Date 12/7/84

County of Deschutes

County Judge/Chairman

Commissioner

Commissioner

Attest: Annette Pearson
Recording Secretary

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

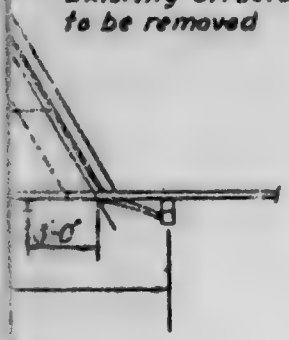
7746 4-10-84

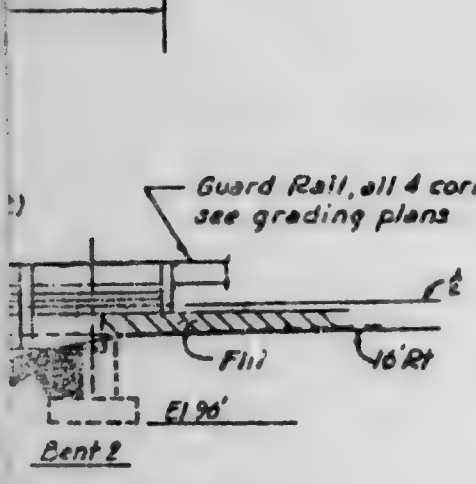
39.00

ng telephone cable,
relocated on new
ure.

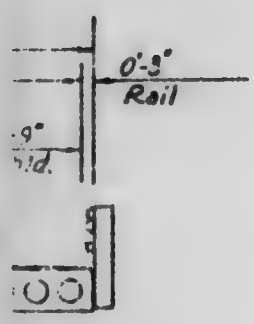
typ.)

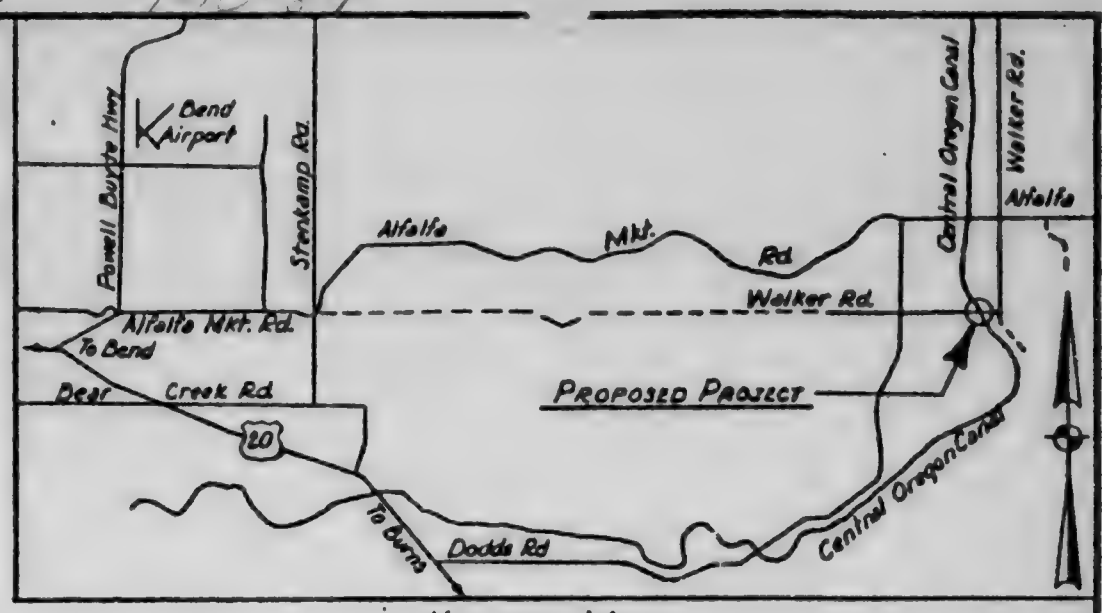
Existing Structure,
to be removed





Class 50 riprap (typ.)





VICINITY MAP

APPROVED AS REVISED: April 10, 1984

BY: Neil K. Hudson

Neil K. Hudson, Director of Public Works
Deschutes County Department of Public Works

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEER P.E.	BRIDGE DESIGN SECTION
ASST. STATE HIGHWAY ENGINEER	C.O.I. MAIN CANAL (WALKER RD.) BR.
DESIGNED	C.O.I. MAIN CANAL (WALKER RD.) BR. SEC.
DRAWN SHG	WALKER RD. (COUNTY RD.)
CHECKED	DESCHUTES COUNTY
REVIEWED	PRELIM. PLAN & ELEVATION
REVIEWED	ACCOMPANIED BY DWGS.
CALC. BOOK	DATE / SHEET 1 OF
DATE / REVISION	BRIDGE NO. 16686 / DRAWING NO. 39211

9946

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale D. Allen
Region 4 Engineer

ATTN: John Hagedorn

DATE: April 3, 1984

DES 23
16686

FROM: ORIGINAL SIGNED
J.M. JINDAL
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: C.O.I. Main Canal (Walker Road) Bridge
C.O.I. Main Canal (Walker Road) Bridge Section
Walker Road
Deschutes County
BR 16686

Attached are eight reduced prints of Drawings 39211 and 39163 which are the preliminary plan and elevation and vicinity map for the subject structure.

Please have the bridge field staked to check length and skew. Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$10,000
Structure	50,000
Engineering & Contingencies	10,000
TOTAL	$70,000

Please use these prints to obtain the approval of Deschutes County and the C.O.I. Canal District. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project in October 1984.

JMT:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1, and 2 copies of Foundation report
Engineering /w/ 1
Project Section /w/ 1
Environment (M. Banks) /w/ 1

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
APR 1 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Schultz
FOR _____

81-125-1307

HIGHWAY DIVISION - LOCATION UNIT LOC 8

F I L E S March 28, 1984

Natsuko Kibe
Hydraulic Specialist

C.O.I. Canal Bridge
Walker Road
Deschutes County

The proposed project will replace an existing 33-foot long timber structure consisting of two spans.

HYDROLOGY

The proposed project crosses the Central Oregon Irrigation Canal which is under the jurisdiction of the Central Oregon Irrigation District in Redmond. Irrigation water will run continuously from April 15 to October 15. During the remainder of the year, a domestic run lasting about seven days will be held each month. Bob Anderson, District Manager, stated that the flow is regulated to a maximum discharge of 400 cfs at the proposed crossing.

HYDRAULIC DESIGN

This crossing is designed for a discharge of 400 cfs with an estimated highwater elevation of 97.3 feet (assumed datum).

The existing structure provides a normal waterway area of 67 square feet below the design highwater elevation. The existing structure is creating approximately 0.1 feet of backwater during the design flow. It is recommended that the new structure provide at least the same waterway opening as the existing.

RIPRAP

No riprap protection will be necessary.

NK/DWB:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams
Dale Allen
Gary Potter
Herb Schell, FHWA

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	400			
Frequency — yrs.	N/A	100		
H.W. Elevation ft. / Natural Channel m.	97.3			
H.W. Elevation ft. / Channel Change m.	---			
Average Velocity fps / mps	6.0 ±			
Headwater Elevation ft. / m.	---			
Tailwater Elevation ft. / m.	---			

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

C.O.I. Canal Bridge
Walker Road
Deschutes County

COMPILED BY: Natsuko Kibe

DATE: March 28,1984

9946

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section C.O.I. Canal (Walker Rd) Bridge Highway Walker Rd. (County) County Deschutes

Assigned By Al Hansen Designer Karen Malmberg Date 2-17-84

Directions Review field location data. Put construction features on the print of the detail map. Check with Dave Bryson about the Hydraulics study.

Narrative By Designer Field location data was reviewed for completeness and accuracy and was compared with check list. The project manager's narrative adequately describes project requirements.

The cost for the structure was reduced to $65,000 and the amount for removal of structures and obstructions increased to $4,000 as per Bridge Design Estimate.

One Type "B" end piece was added for recommended 5' radius rail at N.E. corner of structure.

Construction features, notes & stationing were added to detail map print. Typical section was changed to reflect guard rail flair construction.

Canal x-sections, detail map and other pertinent data which was received was copied & given to hydraulics for study.

9946 2-1-84

LOACATION NARRATIVE REPORT

COI CANAL (WALKER RD) BRIDGE #17628
Walker Road (County)

This survey was made for the replacement of a existing structurally deficient and functionaly obsolete 33X 24 foot two span timber bridge with concrete abutments.

The replacement structure could be a single span concrete deck slab, approx 46X32 (County's recommendation) using new abutments.

The preliminary foundation report recommended using the existing concrete abutments, but after reviewing the structure with Robert Pool and after talking to Deschutes County this office would recommend replacing the existing abutments. If the existing concrete abutments are to be extended, this office would have to furnish the designer a detailed drawing of them at a later date.

Attached find a foundation report from Rolland VanCleave.

The new structure should nearly match the existing pavement finished grade which consists of an oil mat which is in good condition. The county would do any neccessary paving in which to complete the project.

Deschutes County will allow the closure of Walker Road during the construction of a new structure with the proper signing of the project (see field notes for details).

There is a buried telephone cable on the North side of the County Road shoulder and on the existing timber structure it is carried in a 1½"-steel conduit. Provisions should be made for a conduit on the new structure.

An agreement with COI will be necessary. They have stated that the center bent of the existing structure should be removed from the channel. Also, the existing access to the N.E. canal bank must be maintained.

NARRATIVE REPORT
COI CANAL (WALKER RD) BRIDGE #17628

Construction of a new structure during the off -irrigation season, Oct. 15th until April 15th is recommended although it would not be impossible to construct during the irrigation season with the proper protection of the water flow.

Two corners of section 27 were located and tied to the location survey center line. The bearing of center line based on this traverse.

No R/W or construction easements are anticipated.

Some embankment and base rock quantities will be required in the construction of the guard rail flairs.

The guard rail at the N.E. corner of the strucure will require special treatment to prevent the closing of access to the Northeast ditch bank. A 5ft radius as per drawing NO. 2115 should be specified. Note: the access cannot be moved easterly. The cost summary was made in this office without consulting the Salem office.

W. W. Robertson 2-1-84

W. W. Robertson, Project Manager

WWR/ma

SITE INSPECTION AND FOUNDATION REPORT
COI Canal (Walker Road) Bridge #17C28
Deschutes County

Location:

The existing bridge is over C. O. I. Main Canal Ditch one mile south of Alfalfa on Walker Road. Walker Road straddles the section line between section 27 and 34, T. 17S, R.14E.

Site:

The existing bridge is a two span timber structure 33' long and 24' wide with concrete end abutments. The center bent is constructed of a concrete footing with 12" X 12" wood columns and wooden sill. The wooden stringers are cracked and decaying as is the decking which is covered by an oil mat.

The only utility is a telephone cable attached to the north side of the structure and also buried in the north shoulder of the road.

Topography of the area is flat to rolling. The topsoil consists of silty pumice sand with intermixed basalt cobbles and boulders, which overlays an uneven vesicular basalt lava flow. Vegetation in the area consists of sagebrush and juniper, and the primary land use is farming or ranching.

Region and County proposal is to replace the existing structure with pre-cast concrete slabs and new concrete end abutments.

Foundation:

Although no direct evidence of exposed bedrock is seen at the structure, the canal bottom is lined with basalt cobbles and boulders that have been washed from the soil banks and the bedrock from upstream. One hand test hole was dug 2½' in the canal bottom before water and rocky rubble made it too difficult to continue. Bedrock is exposed 275' south, and 300' north of the structure. The canal bank in the immediate vicinity has been lined with basalt boulders. Water flow is controlled in the canal so spread footings 2'-3' below the canal bottom would be adequate.

RJV:br

9946

November 28, 1983 PRO

Mr. Neil Hudson
Director of Public Works
61160 S.E. 27th
Bend, OR 97702

SUBJECT: P.E. Advance Deposit
COI Main Canal (Walker Rd.) Br. S17-C-28
Deschutes County
Project #BROS-0900(8)

Dear Mr. Hudson,

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total P.E. Costs	$ 19,900
Federal Funds	15,920
FREE Bridge Design	1,000 3980
	$ 2,980

Rec'd 12-12-83

Please make this advance deposit in the amount of $2,980 and submit by one of the three methods on the attached sheet.

Very truly yours,

Total P.E. Cost 19,900
FEDERAL

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bc: (w/AD #83-121) John Hagedorn, Region 4
Vern Skoog - Please return completed AD #83-121_
when advance deposit is received.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0900(8) CON

2. STATE PROJECT NO. See below

19-1

3. FROM Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

11-7 23

4. PROGRAM NO.

5. ITEM NO. 40080

2A. COUNTY NAME C.O.I. Deschutes

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11-9-83	Non-Federal-aid	County Road

10. GENERAL LOCATION:

COI MAIN CANAL (WALKER ROAD) BRIDGE #17-C-28

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $19,900; FF $15,920

13. REMARKS

As requested by Mr. Swan's PEA dated 11-2-83

RECEIVED
STATE HWY ENGR
NOV 17 '83

Orig. to 11/17

REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-9-83	G. K. Haasmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1
1 of

November 7, 1983

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4-2

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7940

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the COI Main Canal (Walker Road) Bridge, Bridge No. 17C28.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

TO: Dale E. Wilken 9916
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
11-2-83 PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 1.0 mi. S. of Alfalfa "COI Main Canal (Walker Rd.) Br."	117	40080	BROS-0900(8)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' normal

Water Development None Recreation & Historical Areas None

County Deschutes Code 017

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 10 Cl. Ho. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure #17-C-28.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 19,900
80%	FF	$ 15,920
	STATE	$
	Co.	$ 3,980

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
1) Enclosed is a copy of Parts 1, 2 & 4 of Project Prospectus & Project map.
2) Included in the approved replacement inventory with a sufficiency rating of 37.9.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-2-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

CC Harold [illegible]

9146 10-21-83 N

PROJE PROSPECTUS
PART 4 - JRVEY AUTHORITY

Deschutes Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

COI Main Canal (Walker Road) Bridge #17 C 28

REGION 4

Co Rd

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 209-1929

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		5,000	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR -MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

	TOTALS	$. $ 19,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BROS-0900(8)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

1 Verstegg ✓
Anderson
Curtis Hyde
Cuthbertson
2 Stoudenmeyer
Terpin
3 Trout ✓
Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Approved by Hwy Eng - 7-5-83

PREPARED BY	DATE 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10-21-83
RECOMMENDED, REGION ENGINEER X	DATE 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-9-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART . PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1904

SECTION: COI Main Canal (Walker Road) Bridge # 17 C 28

REGION: 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				0.05 mi.

☐ URBAN ☒ RURAL | CITY | COUNTY: Deschutes | ROAD/STREET NAME: Walker Road

ROUTE # | FEDERAL AID #: Off-System | APPLICANT (IF OTHER THAN STATE): Deschutes County

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ ~~19.~~	GRADING (✓)	X		FILES (#)	0
RIGHT OF WAY		$ --	PAVING (✓)	X		ACRES (#)	0
ROADWAY	$ 29.		STRUCTURES (✓)	X		RELOCATIONS (#)	0
STRUCTURES	$ 69.		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 1.					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 39.		DESIGN CATEGORY (1-7)	7		CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 138.		WORK TYPE (1-12)	5		☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$ ~~157~~ 153.						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2 / 85	HBR	1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	100	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Existing bridge is structurally deficient and functionally obsolete.

PROPOSED SOLUTION

Replace with precast concrete slab bridge.

REQUESTED, REGION ENGINEER — X [signature] — DATE 7/25/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS — X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION — X — DATE — TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

COI Main Canal (Walker Road) Bridge # 17 C 28

REGION

4

PROJECT JUSTIFICATION

Approved for HBR program under delegated authority of State Highway Engineer, July 5, 1983.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: COI Main Canal (Walker Road) Bridge #17 C 28

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N/S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	E	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	Y	(LIST BELOW)	

COMPANIES: PNB Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

DESIGN SPEED: 35± ~~55~~

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2'			10'		10'			2'				
					4'			12'		12'			4'				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Stone base	12"				
Asphalt conc.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	46	32	$ 69,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

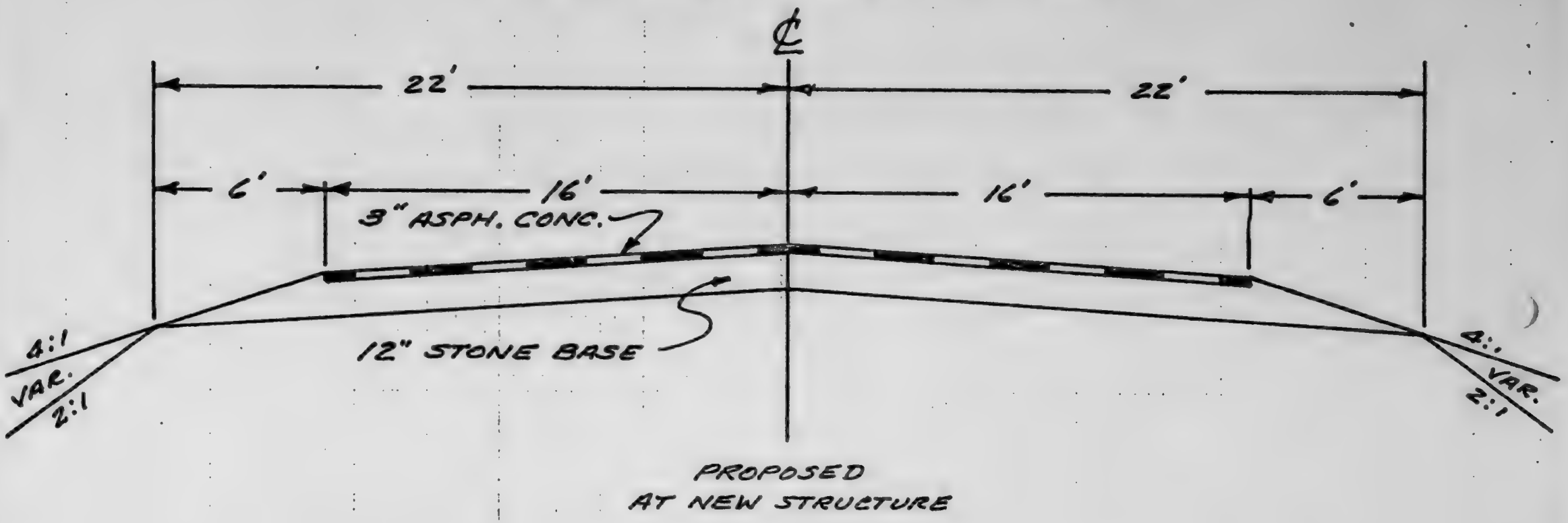
APPROVED

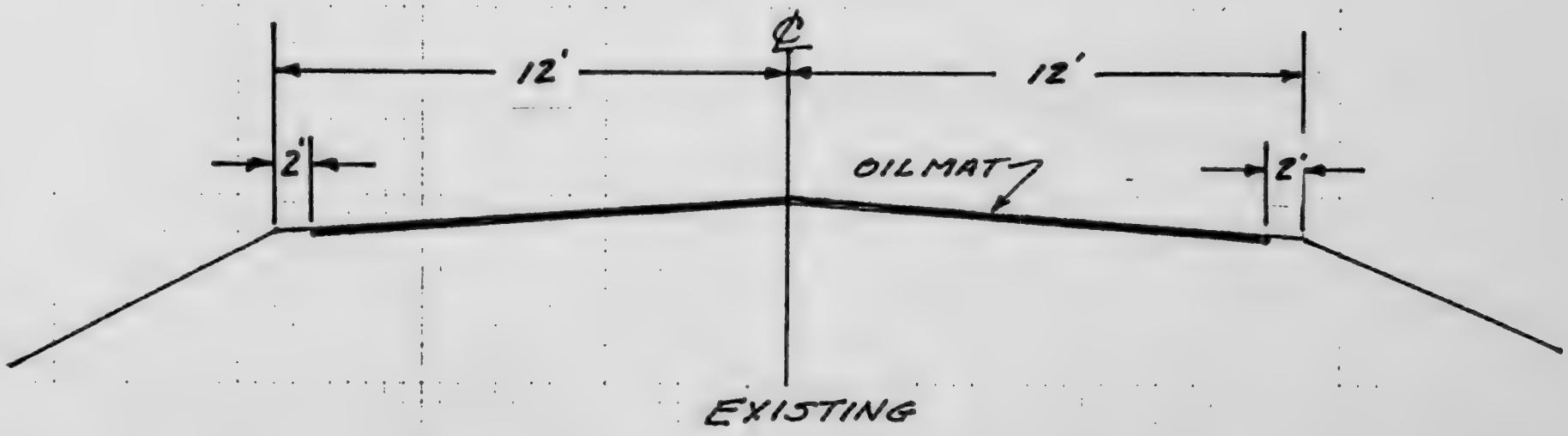
Location Engineer

Date

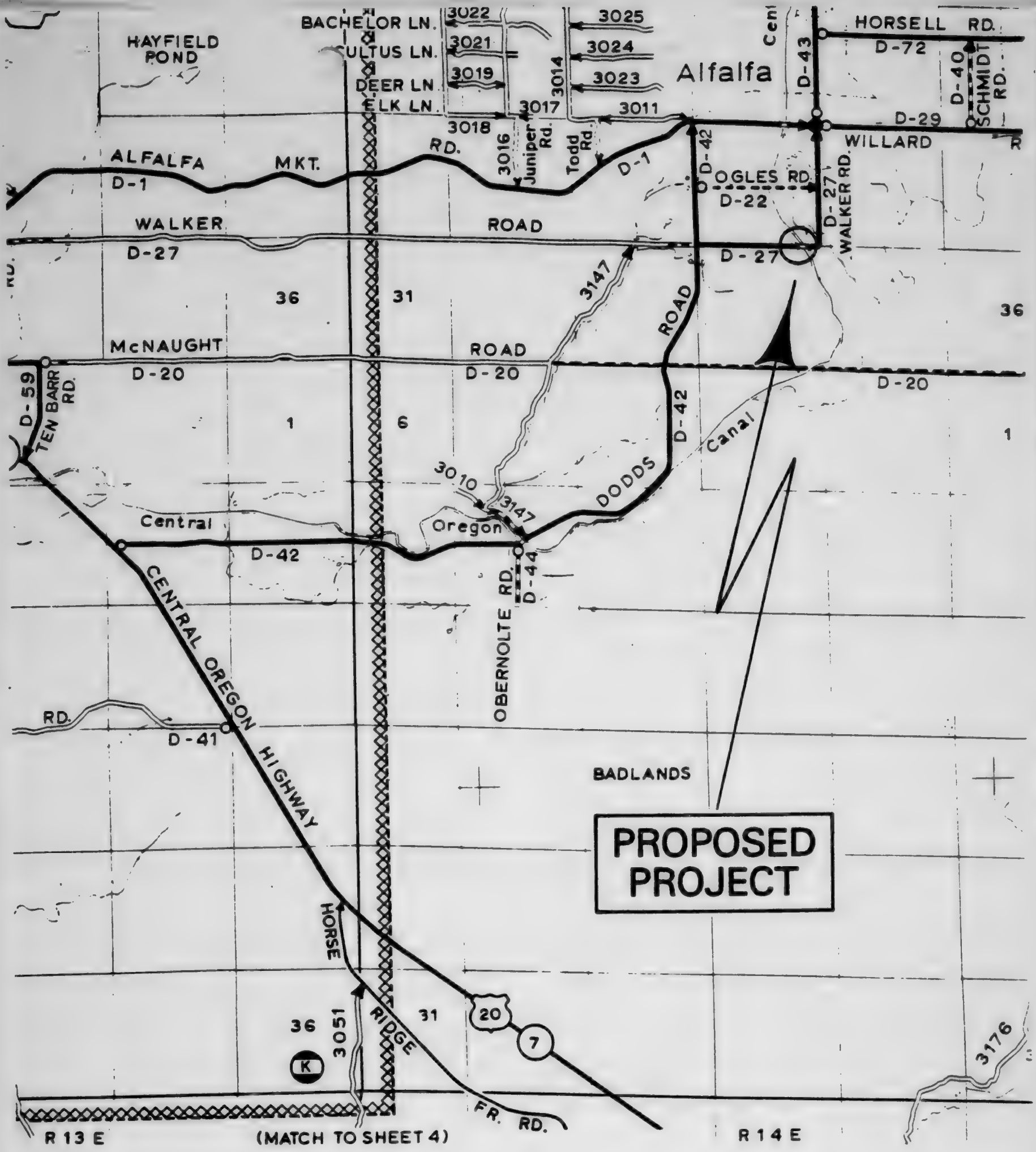
734-1912 (7-82)

TYPICAL SECTION





COI MAIN CANAL (WALKER RD.) BR.
OFF-SYSTEM
DESCHUTES CO. JULY, 1983



SHEET 2 OF 5 MAP SHEETS AND 13 SUPPLE

9946

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1904

SECTION: COI Main Canal (Walker Road) Bridge # 17 C 28

REGION: 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
	7-25-83			0.05 mi.

☐ URBAN ☒ RURAL

CITY	COUNTY	ROAD/STREET NAME
	Deschutes	Walker Road

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	Off-System	Deschutes County

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING	$	15.
RIGHT OF WAY	$	--
ROADWAY	$	29.
STRUCTURES	$	69.
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	1.
	$	
40% ENGINEERING & CONTINGENCIES	$	39.
TOTAL CONSTRUCTION	$	138.
TOTAL ESTIMATE	$	153.

PROJECT DATA		
GRADING (✓)	X	
PAVING (✓)	X	
STRUCTURES (✓)	X	
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	7	
WORK TYPE (1-12)	5	

RIGHT OF WAY	
FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2 / 85	HBR	1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	100	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Existing bridge is structurally deficient and functionally obsolete.

PROPOSED SOLUTION

Replace with precast concrete slab bridge.

REQUESTED, REGION ENGINEER — X — DATE 7/25/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS — X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION — X — DATE — TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

COI Main Canal (Walker Road) Bridge # 17 C 28

REGION

4

PROJECT JUSTIFICATION

Approved for HBR program under delegated authority of State Highway Engineer, July 5, 1983.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: COI Main Canal (Walker Road) Bridge #17 C 28

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	E	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
						UTILITIES	Y	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES: PNB Telephone

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				2'			10'	×	10'			2'				
				4'			12'		12'			4'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Stone base	12"				
Asphalt conc.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	46	32	$ 69,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: COI Main Canal (Walker Road) Bridge #17 C 28

REGION: 4

SURVEY AUTHORITY

AUTHORIZATION NO. | PREFIX | DATE

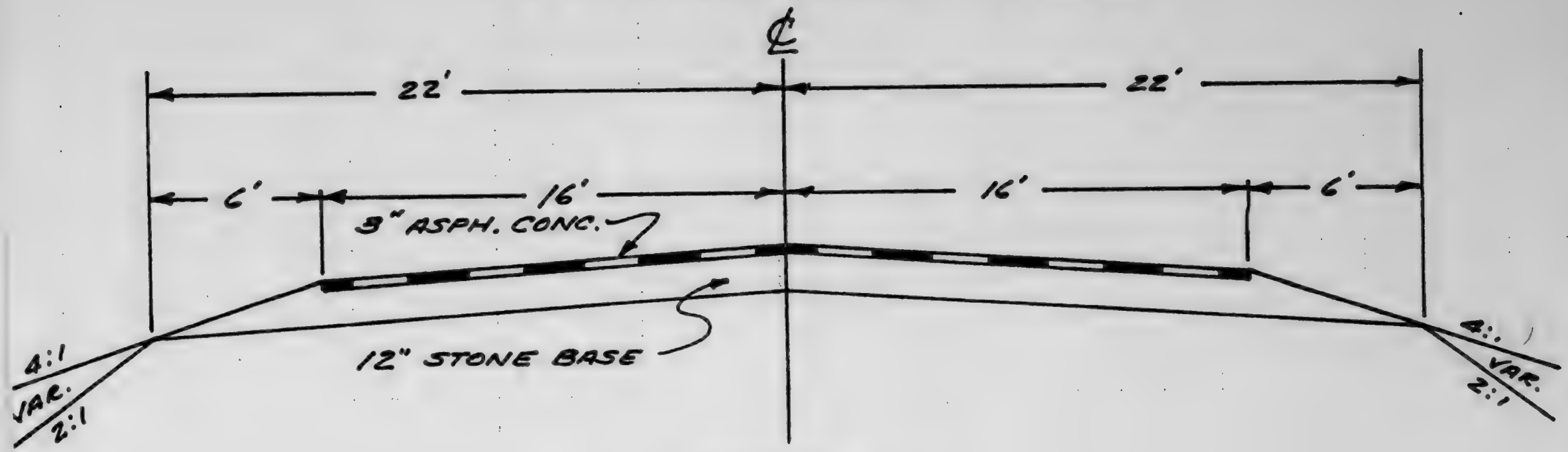
ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,500.	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			918 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	300.		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3,000.		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200.		932 RAILROAD & UTILITIES					
						TOTALS	$ 7,000.	$
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

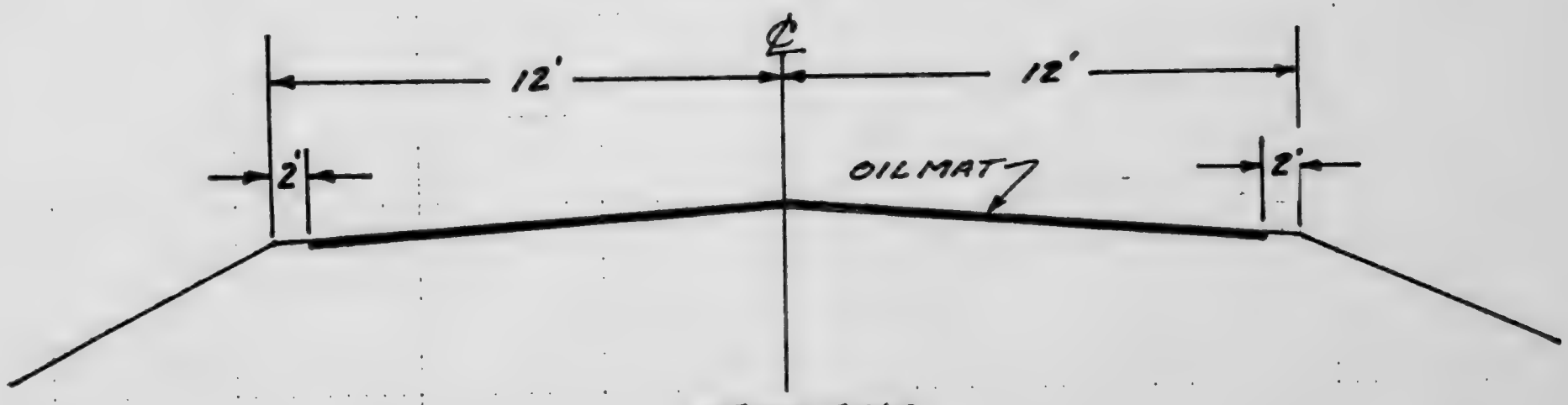
PREPARED BY: [signature]	DATE: 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X [signature]	DATE: 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

TYPICAL SECTION

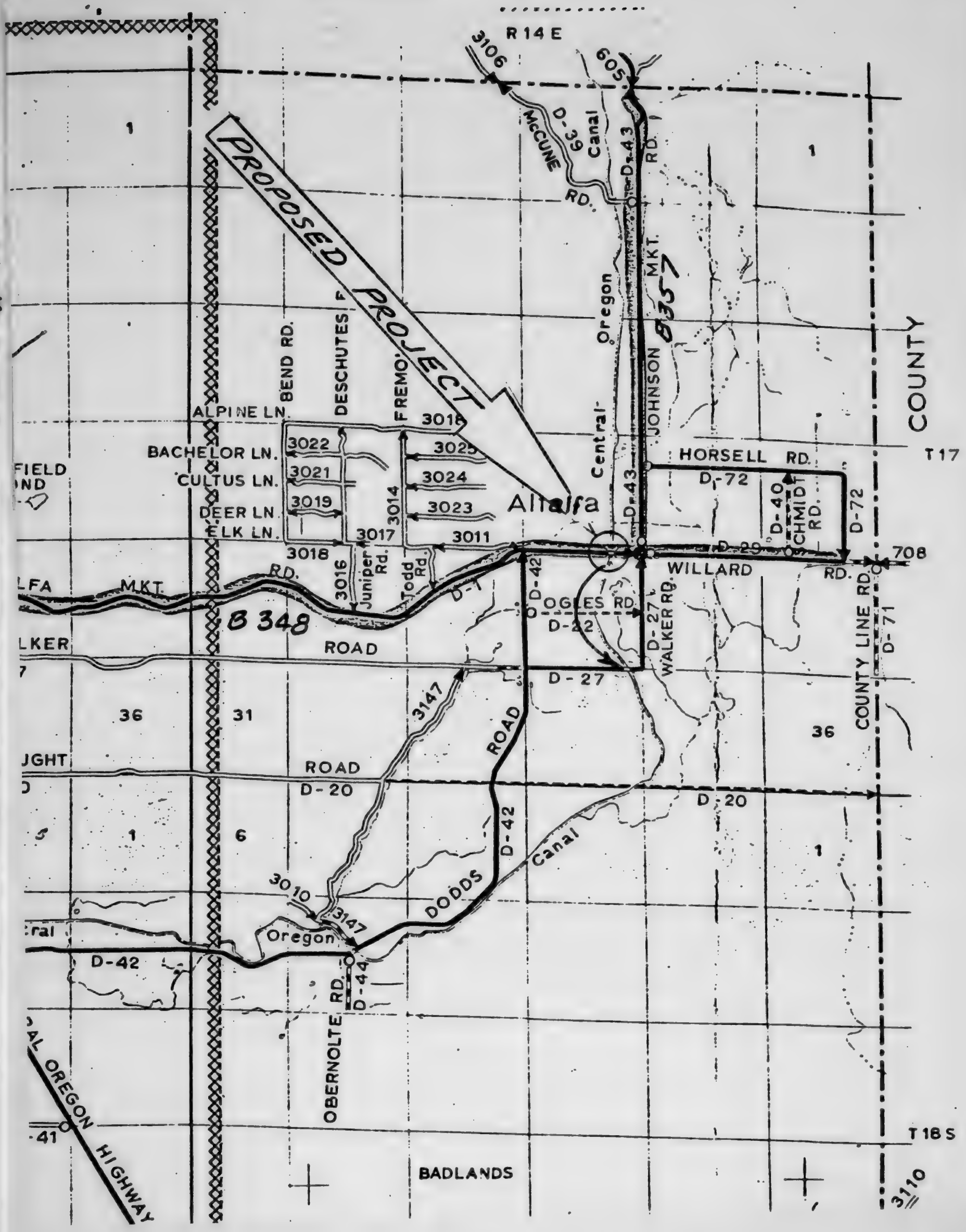


PROPOSED
AT NEW STRUCTURE



EXISTING

COI MAIN CANAL (WALKER RD.) BR.
OFF-SYSTEM
DESCHUTES CO. JULY, 1983


R 14 E
PROPOSED PROJECT
3106
605
McCUNE
D-39
Canal
RD.
D-43
Oregon
MKT.
B 35
JOHNSON
COUNTY
BEND RD.
DESCHUTES
FREMO
ALPINE LN.
3016
3022
3025
BACHELOR LN.
3021
3024
CULTUS LN.
3019
3023
DEER LN.
ELK LN.
3014
3017
3011
3018
Alfalfa
Central
HORSELL RD.
T17
D-72
D-40
SCHMIDT RD.
D-29
708
WILLARD
RD.
Juniper Rd.
Todd Rd.
D-1
D-42
OGLES RD.
D-22
D-27
WALKER RD.
LINE RD.
D-71
B 348
ROAD
3147
36
31
JGHT
D-20
1
6
3010
DODDS
Canal
Oregon
D-44
OBERNOLTE RD.
HIGHWAY
T 18 S
BADLANDS
3110

·9946

FEDERAL AID PROJECT REQUEST

Date: July 22, 1983

Applicant Agency Deschutes County
Request for: Off System HBR, FAS-C _____, FAUS _____, Project
Federal Aid Route No. _____ Route Name Walker Road
Project Name COI Main Canal (Walker Road) Bridge #17C28

Project Length 0.05 Mile Project Location (attach sketch map) ⟵
Project Description Replace deficient bridge--reconstruct approaches and install guardrail.

Average Daily Traffic 100 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ⟵

Width 24' Travel Lanes 10' Shoulders 2' Gravel
Medians No Parking No
Sidewalks No
Remarks _____

2. Desired Roadway Cross Section: (Attach sketch) ⟵

Width 32' Travel Lanes 12' Shoulders 4' Paved
Medians No Parking No
Curbed No Length Curb Radii ---
Sidewalk/Bikeway No
Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____

Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? APPLICANT

4. Permanent Striping:

Include in project or by applicant? APPLICANT

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 0.75 miles east of Dodds Road
Type Wooden--2 span--w/concrete abutments
Approach Roadway Width 24' Shoulder Width 2' Gravel
Length 33' Width 24'
To remain in place? No

County will close road during construction.

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 46' Width 32'

Are sidewalk/bikeways required? No

Are any utilities to be attached to structure? Yes--Telephone Conduit

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks The water flow in the canal is shut off between mid-October and mid-April except for monthly, short periods for domestic use.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____

   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Neil Hudson, P.W.D. Office
2. Environmental — " " " " " Office
3. Public Hearing — " " " " " Office

Remarks _____

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant _____ State X Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes X No _____

If "yes" describe briefly: Barricade road at the bridge and sign detour

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 28,500
Right-of-Way costs (if participating)	----
Traffic Control	1,000
Illumination	----
Structures	69,000
Railroad	----
Other Const. Eng. & Cost 40%	39,500
Preliminary engineering (includes foundation exploration)	15,000
PROJECT TOTAL	$ 153,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or DESCHUTES COUNTY

BY: _____ BY: Robert A Young

BY: _____ BY: _____

BY: _____

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Program Management

DATE: August 18, 1983

FROM: J. R. Hagedorn
Region Federal Aid Specialist

SUBJECT: HBR Projects--Deschutes County
(1) Paulina Creek (Paulina Lake Road) Bridge #9C62
(2) COI Main Canal (Walker Road) Bridge #17C28
(3) Squaw Creek (Camp Polk Road) Bridge #9C05

I am submitting the Project Requests and Prospectii for the subject HBR projects. These were approved under delegated authority of the State Highway Engineer, July 5, 1983.

(1) Project is in U.S.F.S. land. County will acquire, at no cost, construction easement for detour. State to administer all other aspects of work.

(2) No R/W will be acquired--no detour at the structure is necessary. County will close the road during construction and barricade and sign for the detour on the County system. State to administer all other aspects of work.

(3) Bridge to be state-constructed. State to administer all aspects of the work.

JRH:br

Enclosures

CC: Cam Gilmour

[illegible] PROJECT UNIT [illegible]
[illegible] PROGRAM UNIT [illegible]

HAYFIELD POND
BACHELOR LN.
CULTUS LN.
DEER LN.
ELK LN.
3022
3021
3019
3018
3025
3024
3023
3017
3011
3014
3016
Juniper Rd.
Todd Rd.
Alfalfa
Cent
D-43
HORSELL RD.
D-72
D-40
SCHMIDT RD.
D-29
WILLARD
D-42
OGLES RD.
D-22
D-27
WALKER RD.
ALFALFA MKT. RD.
D-1
WALKER ROAD
D-27
3147
36
31
McNAUGHT ROAD
D-20
D-59
TEN BARR RD.
1
6
DODDS ROAD
Canal
3010
Central Oregon
D-42
D-44
OBERNOLTE RD.
CENTRAL OREGON HIGHWAY
RD.
D-41
BADLANDS
PROPOSED PROJECT
HORSE RIDGE
3051
K
20
7
3176
FR. RD.
R 13 E
(MATCH TO SHEET 4)
R 14 E

1985 Azalea-Glendale Interchange 9947
Sec, of Pac. Hwy. @ Azalea
(pavement rehailitation)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6/24/87	Richard R. Arnold, Area Engineer		IR-5-2(101)82
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/1/85	9/24/86	100 %	240 C.D.

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AZALEA - GLENDALE SECTION
PACIFIC HIGHWAY
Pavement Rehabilitation

Work completed under this contract included removal and replacement of failed sections of concrete pavement, installation of drainage, guardrail and delineators, construction of shoulder flares and shoulder paving, seeding and mulching, and other incidental work common to this type project. A contract in the bid amount of $1,244,497.10 was awarded to Copeland Paving, Inc. of Grants Pass, Oregon on 2/15/85. Contract work began on 4/1/85.

A total of 203.5 calendar workdays were used to complete the project as compared to the 240 calendar workdays allowed in the contract.

The final estimated cost was $1,691,646.20 which includes $1,480,269.22 for bid item work, $23,527.65 for price agreement work, $8,935.91 for the asphalt escalation adjustment, $14,769.42 for force account work, $18,644 for State force work and $145,500 for engineering.

The statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
JUL 2'87
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/26/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9947

October 7, 1986

CON 5 - #9947

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On October 1, we wrote to you concerning release of final payment on Contract No. 9947 awarded to Copeland Paving, Inc. for work on the Azalea-Glendale Interchange Section of Pacific Highway in Douglas County.

Final payment on this contract is $2,500.00 and the total contract amount is $1,527,502.20 including $14,769.42 for work performed under force account.

George Bell
Assistant Director

cgc
cc: Copeland Paving, Inc.
P.O. Box 608
695 SE J Street
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9947

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9947

TO: Commission Services

DATE: September 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9947 , On Site Work Substantially Completed October 1, 1985

All Work Completed September 3, 1986

Project Azalea-Glendale Interchange

Highway Pacific

County Douglas

Type of Work Pavement Rehabilitation

Contractor Copeland Paving, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
SEP 0 1986
...E MGR'S

Letter written to Surety
10-1-86

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 10-15	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Douglas
MODIFICATION NUMBER: 2	9-23-86	Project Number: IR-5-2(101)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 25, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,727,534	$ 1,700,735
Federal funds	$ 1,593,131	$ 1,568,417
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23 TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
Manager, Program Section
(Title)

XXX For: Larry Rulien
State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 19, 1986

Gen File

Federal-Aid Project No. IR-5-2(101)82

Azalea-Glendale Intchg. Sec.
Pacific Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "SB" 104+50 to "SB" 417+00)

Subtotal from previous estimate of 10-2-85		$ 1,447,223.20
	Engineering	126,949.80
	Total	$ 1,574,173.00

Length of Roadway	5.856 mi.
Length of Bridges	0.063 mi.
Total	5.919 mi.

Retain in Reserve

Total as on estimate of 2-19-84	$ 126,562.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	044	92.22%	$ 1,574,173	$ 1,451,702	$ 122,471
Reserve	044	92.22%	126,562	116,715	9,847
Total			$ 1,700,735	$ 1,568,417	$ 132,318

Sub. Job 010 = 0%; Sub. Job 011: 100%
Contract No. C09947
Prefix: C610-1927 (PE): C09947
DDB:bkb

1947

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 11-46	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 1		County: Douglas
		Project Number: IR-5-2(101)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 25 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,510,309	$ 1,727,534
Federal funds	$ 1,392,806	$ 1,593,131
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 10 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 2, 1985

FEDERAL AID PROJECT NO. IR-5-2(101)82

AZALEA-GLENDALE INTERCHANGE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. "SB" 104+50 to "SB" 417+00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B Asphalt Concrete Mixture	$ 22.50	10,800	$243,000.00	16,919	$380,677.50
Aphalt Cement in Mixture	200.00	650	130,000.00	988	197,600.00
Replace Broken Conc. (FA #1)					11,948.60
			$373,000.00		$590,226.10

Increase	$ 217,226.10
Subtotal from estimate of February 19, 1985	1,229,997.10
Subtotal	$1,447,223.20
Engineering	153,749.80
Total	$1,600,972.00

Length of Roadway	5.856 mi.
Length of Bridges	0.063 mi.
Total Mileage	5.919 mi.

RETAIN IN RESERVE

Total as on estimate of February 19, 1984 $ 126,562.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,600,972.00	$ 1,476,416.00	$ 124,556.00
Reserve	126,562.00	116,715.00	9,847.00
Total	$ 1,727,534.00	$ 1,593,131.00	$ 134,403.00

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 5,000.00

Group 1: 100%
Contract No. 9947
Prefix: 610-1927 P.E.
Prefix: C09947
Appn Code: 044

RLC:bkb

9747

STATE COPY

TO BE COMPLETED BY FHWA		STATE
2-150	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Douglas
		PROJECT NO. IR-5-2(101)82

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Azalea-Glendale Interchange Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		5.92
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,510,309.00	$ 1,392,806.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~X~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator FEB 25 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 19, 1985

Federal Aid Project No. IR-5-2(101)82

Azalea - Glendale Interchange Section
Pacific Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "SB" 104+50 to Sta. "SB" 417+00)

Furnishing Field Laboratory	Each	1	100.00	$ 100.00
Mobilization	Lump Sum	All	Lump Sum	117,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	30,000.00
Temporary Signs	Sq. Ft.	600	5.00	3,000.00
Temporary Barricades	Each	45	70.00	3,150.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	6,000	11.50	69,000.00
Moving Temporary Concrete Barrier	Lin. Ft.	4,800	2.50	12,000.00
Temporary Roadway Illumination Units	Each	1	6,800.00	6,800.00
Temporary Plastic Safety Markers	Each	170	40.00	6,800.00
Sequential Arrow Signs	Each	3	2,500.00	7,500.00
Flaggers	Hour	1,000	15.00	15,000.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	3,200.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,500.00
Ditch Excavation	Cu. Yd.	100	10.00	1,000.00
Reconstructing Earth Mounds	Each	2	400.00	800.00
Trench Excavation	Cu. Yd.	260	10.00	2,600.00
Aggregate Base	Ton	5,665	13.30	75,344.50
Class "B" Asphalt Cement Mixture	Ton	10,800	22.50	243,000.00
Asphalt Cement in Mixture	Ton	650	200.00	130,000.00
Hydrated Lime in Mixuture	Ton	130	0.10	13.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	8,535	39.00	332,865.00

Reinforced Concrete Pavement	Sq. Yd.	55	42.00	2,310.00
Plain Concrete Pavement	Sq. Yd.	760	18.25	13,870.00
Terminal Expansion Joints	Lin. Ft.	12	200.00	2,400.00
Reinforced Bar Lap Area	Each	57	450.00	25,650.00
Longitudinal Joint Sealing	Mile	11.7	1,558.00	18,228.60
Transverse Joint Sealing	Lin. Ft.	100	10.00	1,000.00
18-inch Storm Sewer Pipe	Lin. Ft.	210	14.95	3,139.50
Extra for Pipe Under Pavement	Lin. Ft.	62	10.00	620.00
Concrete Manholes	Each	1	980.00	980.00
3-inch Drain Pipe	Lin. Ft.	15,600	1.50	23,400.00
8-inch Drain Pipe	Lin. Ft.	1,140	3.00	3,420.00
Gravel Drain Material	Cu. Yd.	150	16.50	2,475.00
Crushed Drain Material	Cu. Yd.	1,145	22.00	25,190.00
Protection Blocks	Each	73	50.00	3,650.00
Guard Rail, Type 2A	Lin. Ft.	1,475	10.00	14,750.00
Guard Rail, Type 3	Line Ft.	50	22.00	1,100.00
Guard Rail Anchors, Type 1	Each	10	350.00	3,500.00
Rail End Pieces, Type C	Each	8	125.00	1,000.00
Extra Guard Rail Posts	Each	20	30.00	600.00
Extra Guard Rail Blacks	Each	250	6.25	1,562.50
Extra Guard Rail Members	Lin. Ft.	200	7.50	1,500.00
Bridge Connections	Each	2	400.00	800.00
Extra for Asphalt Approaches	Each	9	150.00	1,350.00
Geotextile Fabric	Sq. Yd.	1,140	1.50	1,710.00
Delineators, Type 2	Each	75	20.00	1,500.00
Seeding, Fertilizing and Mulching	Acre	3	750.00	2,250.00
STRUCTURES				
Bridge #6782A				
Pavement Joint Seals	Lin. Ft.	249	9.00	2,241.00
Bridge #6783B				
Paved Joint Seals	Lin. Ft.	83	9.00	747.00
Bridge #9348				
Paved Joint Seals	Lin. Ft.	142	9.00	1,278.00
Bridge #9351				
Paved Joint Seals	Lin. Ft.	67	9.00	603.00
			Subtotal	$ 1,224,497.10

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,700.00
Temporary Pavement Striping	All Required	1,800.00
		$ 5,500.00
	Subtotal	$ 1,229,997.10
	Engineering	153,749.90
	Total	$ 1,383,747.00

Length of Roadway ----------	5.856 mi.
Length of Bridges ----------	0.063 mi.
Total Mileage ----------	5.919 mi.
Cost of Roadway Per Mile ---------	$255,162.87

RETAIN IN RESERVE

Additional Temporary Roadway		
Illumination Unit	All Required	$ 10,000.00
Plastic Pavement Markers	All Required	2,500.00
Slab Stabilization	All Required	100,000.00
	Subtotal	$ 112,500.00
	Engineering	14,062.00
	Total	$ 126,562.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,383,747.00	$ 1,276,091.00	$ 107,656.00
Reserve	126,562.00	116,715.00	9,847.00
TOTAL	$ 1,510,309.00	$ 1,392,806.00	$ 117,503.00

Group 1: 100%
Contract No. 9947
Prefix: 610-1927 P.E.
Prefix: 610-1034 Const.

NONPARTICIPATING STATE WORK

State Responsibility For Damages	All Required	$ 5,000.00

DDB:me

jc

9947

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINI[illegible]ATION

1. FEDERAL-AID PROJECT NO.
IR-5-2(101)82

2. STATE PROJECT NO.
See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 4-25-86

4. PROGRAM NO.

5. ITEM NO.
40040

2A. COUNTY NAME
Douglas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 29 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
March 1, 1986	Interstate 5	Primary 1

Int. | Int. | R/W | Dsgn | Const | Act | File

10. GENERAL LOCATION:
Azalea - Glendale Interchange

11. GENERAL DESCRIPTION OF WORK
Remove and replace continuously reinforced concrete

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A[illegible] FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/1/86 as requested in Mr. Fredrickson's letter of 4/15/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $10,000;
Federal Funds $9,222.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/25/86	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9947

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 3, 1986

In Reply Refer to
File No.:

CON 3

R. D. Copeland, President
Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

RE: Azalea-Glendale Interchange
FAP No. IR-5-2(101)82
Contract No. 9947
Underpayment of Wages and Fringe Benefits

Your subcontractor, Yurok Contractors, Inc., produced or caused to be produced temporary barriers for the above project. The proper wage rates plus fringe benefits were not paid to employees producing the barriers.

Our position considering this activity as work covered under the contract has not changed.

Please require your subcontractor to pay the correct wage rate, including fringe benefits, with copies of canceled checks (front and back) furnished as proof of payment to the employees affected.

Should you choose to appeal our determination, you must make a formal request through us, pursuant to 29 CFR Part 5, for further processing by the Federal Highway Administration.

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

bc: Dale E. Wilken, FHWA
Larry Rulien
Jack Sollis
James Gix
John Read

04032s

RECEIVED
HWY ENGR
APR 4 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

734-2023 (2-85)

1172

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-2(101)82

Contract 9947, Work Completed October 1, 1985

Project Azalea-Glendale Interchange

Highway Pacific

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-29-85

D. K. Hoosner
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR
Info | Levee | R/D | D/K | Sp | Ct

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECT.

DEC . 1985

734-2023 (2-85)

91-7 jc

Rutton STATE COPY

N

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION XX FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
NOV 14 '85
REFER TO
Fredrickson

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Douglas	Oregon

IN COMPANY WITH: Larry Lindley and Bill Quinn; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-29-85	W. N. Bryant, Area Engineer	IR-5-2(101)82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	85 %	100 %

AZALEA - GLENDALE SECTION
PACIFIC HIGHWAY
Pavement Rehabilitation

NUTED
W. E. SCHWARTZ

Work completed under this contract included removal and replacement of failed sections of concrete pavement, installation of drainage, guard rail and delineators, construction of shoulder flans and shoulder paving, seeding and mulching, and other incidental work common to this type project. A contract in the bid amount of $1,244,497.10 was awarded to Copeland Paving, Inc., Grants Pass, Oregon on 2-15-85. Contract work began on 4-1-85 and was completed in reasonably close conformance with the approved plans and specifications on 10-1-85 at a final estimated cost of $1,651,298.34 which includes $1,498,857.59 for original bid item work, $17,204.96 for work completed under approved price agreements, $14.315.92 fpr approved extra work, $6,500 for State Force work, and $106,550 for construction engineering.

A total of 203.5 calendar work days were used in completing the work as compared to the 240 calendar work days provided under the contract. The original contract provided for replacement and widening of the left asphalt concrete shoulder in the area of slab replacement in order to handle traffic during construction. However, because of the poor condition of the remaining shoulder area, it was agreed during construction that the entire left shoulder should be replaced and widened to meet current standards. This work was completed under an approved price agreement which extended the Class "B" Asphalt Concrete Mixture bid item from 10,800 tons to 16,919 tons and the Asphalt Cement in mixture bid item from 650 tons to 988 tons for an increase in cost of $137,677.50 and $67,000 respectively for these two bid items. Other major or significant overruns and underruns will be covered in the final acceptance report.

(Continued)

A review of the project records indicates all materials incorporated into the project were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with the plans and specifications.

The overall appearance of the completed work is considered to be very good. While some minor grinding of several joints between the new and old concrete was required by the State, the overall ride obtained is considered to be excellent for this type of pavement rehabilitation. Based on the results of this and previous inspections, final acceptance of the completed work is recommended.

- WNB -

9117

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Azalea - Glendale		WEEK ENDING: 10/19/85
		SECTION PREFIX: C09947
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Azalea - Glendale Interchange	KIND OF WORK: Pavement Rehabilitation	
CONTRACTOR: Copeland Paving, Inc.	CONTRACT NUMBER: 9947	FEDERAL AID PROJECT NUMBER: ---
DATE OF CONTRACT: February 15, 1985	DATE WORK STARTED: April 1, 1985	ESTIMATED COMPLETION DATE: 10/25/85
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 203.5
PROJECT AUTHORIZATION: $1,653,134.24	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 86
EXCLUSIVE OF ENGINEERING: $1,543,134.24	ENGINEERING AUTHORIZATION $110,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,543,134.24	ENGINEERING COST TO DATE $107,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: 10/01/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

13 SUN No activity.

14 MON Completed punch list items and grinding spots on the P.C.C. pavement.

15 TUE No activity - project work complete.

16 WED No activity.

17 THU No activity.

18 FRI No activity.

19 SAT No activity.

ANTICIPATED NEXT WEEK:

Overrun of Project Authorization approved 09-17-85.

2nd Notification: October 1, 1985

Needed for 3rd Notification: EEO, misc. payrolls and certs.

Amy E Carver

for
LARRY D. LINDLEY,
PROJECT MANAGER
ROSEBURG

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 5, 1985

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Azalea-Glendale Section
Pacific Highway, Douglas County
Contract No. 9947

AGENDA
SEP 17 1985

This federal-aid pavement rehabilitation project is about half finished now, with completion anticipated in October, 1985. It now appears that the final cost will exceed the project authorization by $137,200 or nine percent.

The contract plans indicate construction of a widened pavement section on the median side at work areas of the project only. This would have resulted in the left-hand shoulder being variable in width in a large number of areas, a condition which is considered to be unsafe. Additional quantities of asphalt paving materials are required to pave these shoulders to a uniform width throughout the project for the safety of the traveling public. This extra work is expected to add approximately $205,000 to the cost of the project.

The areas of distressed concrete pavement requiring removal and reconstruction has exceeded the amount originally estimated, thus requiring additional amounts of aggregate base material and of new pavement. This additional work has added approximately $70,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $137,200 to a new total of $1,653,134.24. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
V. E. Skoog
J. J. Gix
George Bell

Form 734-3122

1114

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 5, 1985

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

Edward A. Dallman CC3C

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Azalea-Glendale Section
Pacific Highway, Douglas County
Contract No. 9947

This federal-aid pavement rehabilitation project is about half finished now, with completion anticipated in October, 1985. It now appears that the final cost will exceed the project authorization by $137,200 or nine percent.

The contract plans indicate construction of a widened pavement section on the median side at work areas of the project only. This would have resulted in the left-hand shoulder being variable in width in a large number of areas, a condition which is considered to be unsafe. Additional quantities of asphalt paving materials are required to pave these shoulders to a uniform width throughout the project for the safety of the traveling public. This extra work is expected to add approximately $205,000 to the cost of the project.

The areas of distressed concrete pavement requiring removal and reconstruction has exceeded the amount originally estimated, thus requiring additional amounts of aggregate base material and of new pavement. This additional work has added approximately $70,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $137,200 to a new total of $1,653,134.24. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
V. E. Skoog
J. J. Gix
George Bell

Form 734-5122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Azalea-Glendale Section
Pacific Highway, Douglas County
Contract No. 9947

This federal-aid pavement rehabilitation project is about half finished now, with completion anticipated in October, 1985. It now appears that the final cost will exceed the project authorization by $137,200.00 or nine percent.

The contract plans indicate construction of a widened pavement section on the median side at work areas of the project only. This would have resulted in the left-hand shoulder being variable in width in a large number of areas, a condition which is considered to be unsafe. Additional quantities of asphalt paving materials are required to pave these shoulders to a uniform width throughout the project for the safety of the traveling public. This extra work is expected to add approximately $205,000.00 to the cost of the project.

The areas of distressed concrete pavement requiring removal and reconstruction has exceeded the amount originally estimated, thus requiring additional amounts of aggregate base material and of new pavement. This additional work has added approximately $70,000.00 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $137,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
B. M. Walton
L. D. Lindley
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1387

jc

U. S. DEPARTMENT OF TRANSPORT, ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-2(101)82

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40040

2A. COUNTY NAME: Douglas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6-20-85

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Azalea - Glendale Interchange Section

11. GENERAL DESCRIPTION OF WORK

Temporary detour illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date is 6-20-85 as requested in Mr. Fredrickson's letter of 7-23-85 as being cost effective for the use of PP&L forces to proceed with the above work. State Force Order No.2 representing work to be performed by Pacific Power & Light Company is approved for a TEC of $1000 Federal Funds $922.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/29/85	D. K. Swanson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc STATE COPY cc: OSHD(Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO
Fredrickson
FOR

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon

IN COMPANY WITH
Larry Lindley, Project Manager, OSHD and John Hallin, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
June 26, 1985	W. N. Bryant, Area Engineer	IR-5-2(101)82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	48 %	38 %

AZALEA - GLENDALE SECTION
PACIFIC HIGHWAY
Pavement Rehabilitation

NOTED
W. E. SCHWARTZ

PURPOSE AND SCOPE OF INSPECTION

The purpose of this inspection was to determine the overall adequacy, extent and effectiveness of the procedures being followed by both the contractor and project personnel in obtaining relative compliance with the quality control requirements specified in the contract relative to the PCC restoration work underway. The field review also included an overall review and evaluation of the traffic control measures being employed on the project.

WORK UNDERWAY

At the time of the inspection the contractor was placing concrete in the last two digout sections on the northerly half of the project. Some drainage work was also underway and AC paving of the right shoulder area was just getting started.

WORK COMPLETED

To date approximately 5,200 sq. yds. of the planned 8,535 sq. yds. or 61 percent of the planned removal and replacement of the concrete pavement has been completed. Approximately 10 percent of the planned drainage work has also been completed.

FINDINGS

The overall quality and workmanship of the work completed to date appeared very good. The pavement areas to be restored are first saw cut to full depth and the damanged concrete is removed by either lifting out the presawed sections or by breaking the concrete with a pneumatic type pavement breaker and the area excavated

(Continued)

using a backhoe. Both type systems have been used on this project. However, storage of the removed concrete slabs has become a problem so the contractor decided to break up the remaining sections in place and remove the concrete with a backhoe.

Following removal of the concrete slab from the failed areas the adjacent sound concrete is saw cut to a depth of approximately 2 inches and the concrete within the 9 inch steel splicing area is removed using both light jackhammers (less than a 30 lb. class), and mechanical chipping tools. Hand held hammers and chisels are then used to remove any remaining particles of unsound concrete from the joint area. Extreme care is taken during this operation so as to prevent damage to the adjacent concrete surface or damage or bend the reinforcing steel to remain in place. The completed joint faces are substantially vertical with little or no apparent undermining of the concrete section to remain in place.

After removal of the existing failed section of the concrete slab has been completed, the subgrade is removed to a depth of 10 inches in those areas longer than 100 feet and 6 inches in areas of 100 feet or less in length as required. The subgrade is then reconstructed using crushed aggregate base material or plain concrete as appropriate. (Ten inches of aggregate base is specified for removal areas longer than 100 feet and 6 inches of plain concrete for areas 100 feet or less in length). A 6-mil polyethylene sheet is used as a bond breaker in those areas where plain concrete is used as the new base.

At the contractor's request a no cost price agreement has been approved which permits splicing of the existing No. 5 re-bars to the new No. 6 longitudinal re-bars using a "Bar Grip System" developed by Dayton Bar Splice Inc., Miamisburg, Ohio. This system which consists of crimping a metal sleeve to the ends of the re-bars that are butted together has been tested by the State Lab and found to be an acceptable alternative to the CADWELD "T-Series RBT-5101-A" shown on the plans. Test results indicate that the holding capability of this system exceeds the yield strength of the reinforcing bars when 5 or more crimps are made at each end of the sleeve. A 24 inch long lap of the new No. 6 bar is being placed between the two mechanical splices as shown on the plans. Along the longitudinal sawed joint 1 1/2 inch diameter by 16 inch long holes are being drilled on three foot centers in the concrete to remain in place and 30 inch long No. 5 tie bars are installed using non-shrinking grout as detailed on the plans.

All vertical edges of the concrete to remain in place are sandblasted and approximately one hour before paving work begins the area to be paved is wetted with water as specified. Immediately prior to placement of the concrete pavement mixture a grout consisting of equal parts by weight of Portland cement and sand

mixed with sufficient water to form a stiff slurry is brushed on the concrete surfaces that are to be paved against. A concrete mixture, designed and inspected by the State and mixed at a portable batch plant located adjacent to the project, is then hauled to the work areas using 8 c.y. ready-mix trucks. The concrete is being placed, vibrated by hand and screeded to the desired finish grade using a pneumatic powered vibratory screed which is advanced along the repair section using a unique hand operated cable system. Following this operation the surface is hand floated as necessary, the required surface texturizing is performed and Burke White Emulsion curing compound is applied at the rate of 150 sq. ft./gal. as recommended by the State Lab.

Project records covering the base aggregate, concrete aggregate, concrete mixture, reinforcing steel, bar grip tests, curing compound and compressive strength tests were reviewed in the project manager's office. These records indicate that the material being incorporated into this portion of the work are being tested and/or field inspected in accordance with approved established procedures and are in reasonably close conformance with specifications requirements. The test reports reviewed indicate that the concrete slump has been running between 4 and 5 inches, air content between 4 and 5 percent and the water/cement ratio around 0.49 to 0.50. No 28-day compressive strength testing has been performed to date; however, based on the results of 7 day cylinder breaks (around 2,700 psi), the specified 28-day strength requirements of 3,300 psi should be exceeded by a substantial amount. Since the repaired areas have not been opened to traffic, the overall smoothness or rideability of the completed work could not be checked. However, based on observations and the results of straight edging it appears that very little grinding will be necessary.

The methods, procedures and equipment being used to control traffic past the various sections under construction was reviewed and found to be in reasonably close conformance with the approved plans, specifications and the MUTCD. Project Personnel indicated that no significant traffic handling problems (other than getting the large trucks to slow down), have been encountered to date. During the initial phases of the work some problems were encountered with contractor personnel parking in a crossing over the median area. This problem has since been solved and no recent violations have been noted.

RECOMMENDATIONS

During a previous inspection some cracking which appeared to be of a horizontal nature was noted in the face of the longitudinal saw cut between the two traffic lanes. It was subsequently determined that this cracking is probably not horizontal but is instead the result of the original concrete slab not cracking

vertical in the area of the saw cut. In order to reduce the probability of a weakened wedge shaped piece of concrete being left under the portion of the slab to remain in place, it was recommended that consideration be given to moving the full depth longitudinal saw cut several inches beyond the existing saw cut (joint) on the remaining areas to be removed. This problem should be given consideration on any future restoration project of this type.

During the review Mr. Hallin expressed some concern regarding the construction of the longitudinal 3-inch drain adjacent to the pavement edge without including Geotextile fabric. The plans do not show the installation of fabric for this drain; however, the specifications make provisions for its use if needed. It was recommended that consideration be given to using fabric in any location where soil conditions indicate its' use would be appropriate.

- WNB -

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: H. H Patterson
Construction Office Engineer

DATE: May 22, 1985

FROM: Norman E. Mann
Final Design Supervisor

SUBJECT: Azalea-Glendale Section
Pacific Highway
Douglas County
Price Agreement No. 2

It is recommended that your "Work or Change Order" request to use a welded splice to attach the existing rebar to the new rebar not be approved. This was discussed with and concurred in by both Duane Christensen and Chuck Fredrickson.

It is their thought that in areas of extreme temperature changes, welded splices are subject to a lot of stress. To avoid confusion and to maintain a uniform state-wide policy, they believe it is best not to allow welded splices in any area of the state. Therefore, we recommend staying with the tied splice or use of an approved mechanical weld.

Attached is the "Work or Change Order" and Price Agrement No. 2 along with the various comments by those people who have reviewed it.

NEM:ja

Attachments

cc Jim Gix w/attach.
C. O. Fredrickson "
Donnie Bedford "
Jerry Backstrand "

RDE
FDE
LE
SE
FPC
PDE
LFE
GTE

RECEIVED
MAY 2 2 1985
ROAD DESIGN SECTION

81-125-1387

To: Bud Mann
From: Keith Johnston
Subject: Rebar Welding
Azalea - Glendale Section
CON 9947

Rebar welding is an accepted industry practice although OSHD does not permit it on bridges. The American Welding Society has a Structural Welding Code for reinforcing steel. If the connection between the new rebar and the existing rebar requires the development of a minimum strength then the welding should comply with this code. The code requires approved welding procedures, welding procedure qualification tests and welder qualification tests. Compliance with the code requirements should yield a welded splice equivalent to a mechanical, tied or thermit welded splice.

5/15/85

To: Jerry Backstrand

From Bud Mann

Attatched is Don Bedford comments regarding rebar welding on the Azalea - Glendale Project. (Contr # 9947)

We are limited in our expertise on this type work. Will you have Kicter Johnson review this and comment on it.

H. E. Mann

RECEIVED
MAY 15 1985
BRIDGE SECTION

To: Bud Mann — Rebar Welding
From: Don Bedford 5-15-85 — Azalea - Glendale

USDOT - FHA does allow the use of welded reinforcement, excluding rail steel. Our spec calls for A 615 which is a billet steel, and should lend itself to weldability.

I would recommend the proposal be reviewed by Keith Johnston, Bridge Section, as to the advisability of the welding. If the mechanical properties of the steel are adequate for welding, I would further recommend that the welding be allowed only by a certified welder.

The work change order states this method is currently being used on a project in the Portland area. I am unaware of any of our designs allowing this, or of any previous P.A.'s to this effect.

Since there is no change in price, I'm curious as to its advantage over tying or the mechanical weld (Cad Weld) presently offered.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION)				CONTRACT NO.
Azalea - Glendale				9947
HIGHWAY		COUNTY		PREFIX
Pacific		Douglas		610-1034
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $ -0-	PROJECT AUTHORIZATION $1,515,934.24	EST. PROJECT COST WITH ORDER $1,515,934.24	OVERRUN 0 %	F.A. PROJECT NO IR-5-2(101)85
ESTIMATED STARTING DATE* 5-13-85 OR	DATE WORK WAS STARTED*	WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☒ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER) PA#2

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) Terry D. Lindley — DATE 5/2/85 — FOR ☐ REVIEW ☑ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN) W.J. Lum — DATE 5/7/85 — FOR ☐ REVIEW ☑ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

			DATE
J. Gix	BY	L.D. Lindley	4-26-85
J. Backstrand	BY	L.D. Lindley	4-23-85
	BY		
	BY		

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

			DATE
	BY		
	BY		
	BY		

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

			DATE
	BY		

FHWA TENTATIVE APPROVAL OBTAINED FROM—

			DATE
Wally Bryant	BY	L.D. Lindley	4-25-85

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

			DATE
Ken Karnosh	BY	L.D. Lindley	4-24-85

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section)

		DATE
	BY	

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

The sub-contractor has requested the use of a welded splice to attach the existing rebar to the new. This method is currently being used on a project in the Portland area.

This procedure is also an alternate listed in the Federal Highway Administration Construction handbook on PCC Rehabilitation January, 1984

RECEIVED
MAY 14 1985
BRIDGE SECTION

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-82) Submit Original to Construction Section

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

P

PROJECT NAME (SECTION): Azalea - Glendale		CONTRACT NO.: 9947
HIGHWAY: Pacific	COUNTY: Douglas	PREFIX: 610-1034
CONTRACTOR'S NAME AND ADDRESS: Copeland Paving, Inc. P.O. Box 608 Grants Pass, OR 97526		F. A. PROJECT NO.: IR-5-2(101)82 PRICE AGREEMENT NO.: 2

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Document a change in the specification to permit a weld splice in the reinforcement lap areas connecting the new reinforcement to the existing.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3002A	Weld splices Documentary only	All	lump sum	N/C	N/C

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE / DECREASE $ N/C

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Weld splices are to be constructed in accordance with the applicable sections of the Federal Highway Administration Construction Handbook for Portland Cement Concrete Rehabilitation, January, 1984. (Sheet 2-7 attached) marked "Attachment A". HP

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: [signature] 5-1-85
CONTRACTOR — DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER — DATE
[signature] 4/30/85

APPROVAL RECOMMENDED OR APPROVED BY REGION — DATE
[signature] 5/7/85

NOTED OR APPROVED BY CONSTRUCTION — DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

672

RECEIVED 5-1-85 PDC

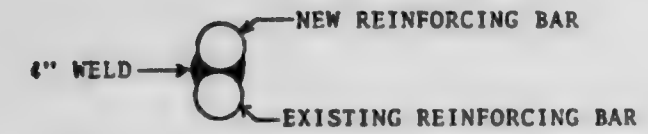
734-1169 (REV. 1-83)

Attachment "A"
Price Agreement No. 2
OSHD Contract No. 9947 NP

Welded Reinforcement

An alternative to tieing the renforcement is to weld the reinforcement using either a double 4-inch weld or a single 8-inch weld (see Figure 2-9).

1. The welds should be 1/4 inches and should be continuous.
2. Welding rail steel (ASTM A616 and AASHTO M42) should not be permitted because the inherent brittleness of the steel can cause the weld to fail.
3. AWS A5.1 E70xx electrodes should be used.
4. Arc strikes outside of the weld area and tack welding should be prohibited.
5. To avoid potential buckling, the reinforcement should be lapped and tied at the center of the patch. The minimum lap length should be 16 inches for a No. 5 bar and 19 inches for a No. 6 bar (see Figure 2-10).
6. Reinforcing bars should be dry when welded.



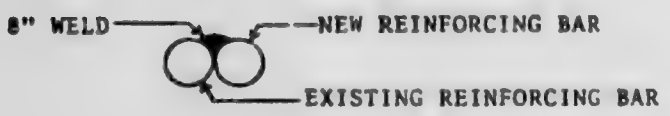


Figure 2-9

9947

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

XX INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Douglas	Oregon

IN COMPANY WITH

Bill Quinn, Larry Lindlay and Jack Ayres: OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-8-85	W. N. Bryant, Area Engr.	IR-5-2-(101)82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	29 %	7 %

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AZALEA - GLENDALE SECTION
PACIFIC HIGHWAY
PAVEMENT REHABILITATION

Work to be completed on this project consists of the construction of shoulder flares (to handle traffic during construction), shoulder paving and asphalt concrete pavement; removal and replacement of concrete pavement sections and joint sealing; installation of drainage, guardrail and delineators; seeding, fertilizing and mulching on a 5.92 mile section of Interstate 5 southbound. A contract in the bid amount of $1,244,497.10 was awarded Copeland Paving, Inc., Grants Pass on February 15, 1985. Contract work began on April 1, 1985.

At the time of this inspection the contractor had completed the paving of shoulder flares and installed the required concrete shoulder barriers at various work sites on the northerly portion of the project. The full depth saw cutting had also been completed in these areas and the contractor was beginning to remove the damaged concrete section using a back-hoe. None of the partial depth saw cuts had been completed pending approval of a Price Agreement covering proposed welding of the reinforcement in lieu of the planned lap tieing method shown on the plans.

The vertical face of the full depth saw cut and the condition of the base was inspected on the approximately 30 foot long section where the concrete slab had been removed. The depth of the rebar was measured and found to be located between 2 and 2½ inches below the surface of the existing pavement (measured from the top of the slab to top of the rebar). The overall depth of the slab was also measured and found to be approximately

(Continued)

*U.S. GPO: 1985-466-566

STATE COPY

8 inches thick as originally planned. The underlying base aggregate was found to be firm and generally undisturbed. However, considerable free water was visible on top of the base aggregate. Substantial additional drainage is being added adjacent to the pavement edge as part of this project. This additional drainage should adequately correct this problem.

A rather extensive horizontal crack was noted in the face of the longitudinal saw cut between traffic lanes (in that portion of the4 slab to remain in place). This crack which was generally located near to mid-depth of the slab to slightly above and extended for the full length of the exposed section. It was recommended that all future sections be inspected in order to determine if this is just an isolated condition. If this cracking is found to be extensive, then an evaluation should be made as to how critical this type of cracking is relative to the future life of the pavement and, if necessary, what corrective measures should be taken.

During the inspection several items were discussed in detail with the project manager. These items included:

1. The need to blend the wheel ruts in the existing pavement section with the patch area in order to get a smooth riding joint.

2. The importance of getting a good grout surface applied to all joint faces immediately prior to placement of the fresh concrete mix in the repair areas.

3. The need to schedule the placement of fresh concrete mix in the afternoon when the ambient temperature is dropping instead of in the morning when the temperature is rising, in order to reduce the possibility of cracking the freshly placed concrete patch.

As indicated earlier in the report a no cost, cost price agreement is currently being processed which would permit welding of the reinforcement instead of the lap tied method shown on the plans. Since welding is an acceptable procedure, approval of this change is recommended.

The signing and other traffic control measures being used to control traffic through the project was reviewed and found to be both adequate and in reasonably close conformance with the approved traffic control plans and the MUTCD. All signs, cones, and barricades appear to be new and properly placed.

XXXXXXXXX

March 5, 1985

CON 5

Copeland Paving, Inc.
695 S. E. J Street
P. O. Box 608
Grants Pass, OR 97526

#9947

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9947 for pavement rehabilitation on the Azalea-Glendale Interchange Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Ron Busey

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

February 11, 1985

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W Gormsen

Re: $1,224,497.10 Bid Amount
Azalea-Glendale Interchg.
Douglas County
Pacific Highway

The documentation regarding the identification of DBE/WBE contract goals are as follows:

DBE - Yurok Cont. Inc.
90629 Georgetown Rd
Junction City, OR
97448

#2 #6 #13 #36 #37 #38 #39 #40 #41 #42
#43 and #46 Total $88,437.50 = 7.22%

WBE - Anderson's Erosion Inc.
P O Box 205
Junction City, OR 97448

#47 2,250.00

Schoolhouse Electric
P O Box 685
Ashland, OR 97520

#8 6,800.00

H & M Repairs
PO Box 338
Haines, OR 97833

#26 18,223.92

$27,273.92 = 2.2%

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

Sincerely,

COPELAND PAVING, INC.

R D Copeland, President

"Equal Opportunity Employer"

STATE OF OREGON
Highway Construction 378-6314

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: February 21, 1985

FROM: J. L. Widmer
EEO, MBE & Labor Compliance Officer

SUBJECT: Azalea-Glendale Intch.
Contract No. 9947
Review of Copeland Paving, Inc.
Efforts to Meet DBE Goals

This memorandum confirms our discussion concerning the award of this project to Copeland Paving, Inc.

On February 14 I met with Mr. R. D. Copeland, Jr. and R. D. Copeland, Sr. at the firm's headquarters in Grants Pass. I examined the efforts made, prior to bid opening, to meet the project DBE Goal.

Efforts were made to subcontract the following types of work:

Bid Item No. 4	Temporary Signs
5	Temporary Barricades
8	Temporary Roadway Illumination Units
10	Sequential Arrow Signs
21	Continuously Reinforced Concrete Pavement
24	Terminal Expansion Joints
26	Longitudinal Joint Sealing
27	Transverse Joint Sealing
36-42	All Guard Rail Items
47	Seeding, Fertilizing & Mulching
48-51	All Poured Joint Seal Items

An ad was placed in the Daily Journal of Commerce requesting sub-bids from minority and woman owned firms. Additionally, eight DBE firms were contacted. Two firms did not respond. One firm responded that they were not interested at this time. Four firms offered bids that were significantly higher than the contractor's bid for the same work. Yorok Construction, Inc. offered low quotes on a portion of the above items meeting 7.22% of the 10% goal. The WBE goals of 2% were exceeded.

Taking the above into account, in my opinion the contractor demonstrated sufficient good faith efforts to achieve the DBE goal assigned to the project. For these reasons, I recommended award of the project.

JLW:mk

02221M

APPROVED
STATE HIGHWAY ENGINEER
Date 2/26/85

RECEIVED
STATE HWY ENGR
FEB 22 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

61-125-1387

Con 212
I-5, S.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 19, 1985

Federal Aid Project No. IR-5-2(101)82

Azalea - Glendale Interchange Section
Pacific Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "SB" 104+50 to Sta. "SB" 417+00)

Furnishing Field Laboratory	Each	1	100.00	$ 100.00
Mobilization	Lump Sum	All	Lump Sum	117,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	30,000.00
Temporary Signs	Sq. Ft.	600	5.00	3,000.00
Temporary Barricades	Each	45	70.00	3,150.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	6,000	11.50	69,000.00
Moving Temporary Concrete Barrier	Lin. Ft.	4,800	2.50	12,000.00
Temporary Roadway Illumination Units	Each	1	6,800.00	6,800.00
Temporary Plastic Safety Markers	Each	170	40.00	6,800.00
Sequential Arrow Signs	Each	3	2,500.00	7,500.00
Flaggers	Hour	1,000	15.00	15,000.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	3,200.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,500.00
Ditch Excavation	Cu. Yd.	100	10.00	1,000.00
Reconstructing Earth Mounds	Each	2	400.00	800.00
Trench Excavation	Cu. Yd.	260	10.00	2,600.00
Aggregate Base	Ton	5,665	13.30	75,344.50
Class "B" Asphalt Cement Mixture	Ton	10,800	22.50	243,000.00
Asphalt Cement in Mixture	Ton	650	200.00	130,000.00
Hydrated Lime in Mixuture	Ton	130	0.10	13.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	8,535	39.00	332,865.00

Reinforced Concrete Pavement	Sq. Yd.	55	42.00	2,310.00
Plain Concrete Pavement	Sq. Yd.	760	18.25	13,870.00
Terminal Expansion Joints	Lin. Ft.	12	200.00	2,400.00
Reinforced Bar Lap Area	Each	57	450.00	25,650.00
Longitudinal Joint Sealing	Mile	11.7	1,558.00	18,228.60
Transverse Joint Sealing	Lin. Ft.	100	10.00	1,000.00
18-inch Storm Sewer Pipe	Lin. Ft.	210	14.95	3,139.50
Extra for Pipe Under Pavement	Lin. Ft.	62	10.00	620.00
Concrete Manholes	Each	1	980.00	980.00
3-inch Drain Pipe	Lin. Ft.	15,600	1.50	23,400.00
8-inch Drain Pipe	Lin. Ft.	1,140	3.00	3,420.00
Gravel Drain Material	Cu. Yd.	150	16.50	2,475.00
Crushed Drain Material	Cu. Yd.	1,145	22.00	25,190.00
Protection Blocks	Each	73	50.00	3,650.00
Guard Rail, Type 2A	Lin. Ft.	1,475	10.00	14,750.00
Guard Rail, Type 3	Line Ft.	50	22.00	1,100.00
Guard Rail Anchors, Type 1	Each	10	350.00	3,500.00
Rail End Pieces, Type C	Each	8	125.00	1,000.00
Extra Guard Rail Posts	Each	20	30.00	600.00
Extra Guard Rail Blacks	Each	250	6.25	1,562.50
Extra Guard Rail Members	Lin. Ft.	200	7.50	1,500.00
Bridge Connections	Each	2	400.00	800.00
Extra for Asphalt Approaches	Each	9	150.00	1,350.00
Geotextile Fabric	Sq. Yd.	1,140	1.50	1,710.00
Delineators, Type 2	Each	75	20.00	1,500.00
Seeding, Fertilizing and Mulching	Acre	3	750.00	2,250.00
STRUCTURES				
Bridge #6782A				
Pavement Joint Seals	Lin. Ft.	249	9.00	2,241.00
Bridge #6783B				
Paved Joint Seals	Lin. Ft.	83	9.00	747.00
Bridge #9348				
Paved Joint Seals	Lin. Ft.	142	9.00	1,278.00
Bridge #9351				
Paved Joint Seals	Lin. Ft.	67	9.00	603.00
			Subtotal	$ 1,224,497.10

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,700.00
Temporary Pavement Striping	All Required	1,800.00
		$ 5,500.00
	Subtotal	$ 1,229,997.10
	Engineering	153,749.90
	Total	$ 1,383,747.00

Length of Roadway ----------	5.856 mi.
Length of Bridges ----------	0.063 mi.
Total Mileage ----------	5.919 mi.
Cost of Roadway Per Mile ---------	$255,162.87

RETAIN IN RESERVE

Additional Temporary Roadway Illumination Unit	All Required	$ 10,000.00
Plastic Pavement Markers	All Required	2,500.00
Slab Stabilization	All Required	100,000.00
	Subtotal	$ 112,500.00
	Engineering	14,062.00
	Total	$ 126,562.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,383,747.00	$ 1,276,091.00	$ 107,656.00
Reserve	126,562.00	116,715.00	9,847.00
TOTAL	$ 1,510,309.00	$ 1,392,806.00	$ 117,503.00

Group 1: 100%
Contract No. 9947
Prefix: 610-1927 P.E.
Prefix: 610-1034 Const.

NONPARTICIPATING STATE WORK

State Responsibility For Damages	All Required	$ 5,000.00

DDB:me

9947

CON 21-2
I-5, 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

January ~~8~~ 16, 1985
IN REPLY REFER TO

HFO-3-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project IR-5-2(99)82
Azalea-Glendale (Southbound) Section
Pacific Highway - Douglas County

The surfacing design and supporting data submitted with Mr. Terpin's October 15, 1984 letter has been reviewed. The proposed design consisting at the removal and replacement of failed CRPCC pavement, installations of edge drains, pavement stabilization and shoulder paving is considered adequate to provide an additional 8 to 10 years of pavement service life on this section of freeway. This design should cost approximately one million dollars less than the previously proposed 4-inch bonded Portland cement concrete overlay.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

cc:
OSHD (F. E. Terpin, Loc)
OSHD (G. Potter, Prgrm Mgmt)

1-16-85
cc
Bob Paul
what was cost of
4" bonded overlay ?
Difference ?

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

rII

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IR-5-2(101)82
2. STATE PROJECT NO.	See Below
2A. COUNTY NAME	Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-27-84

4. PROGRAM NO.

5. ITEM NO. 40040

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO Potter
FOR

Info	Instrs	R/D	D/R	Bids	Ltr	File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to Potter
1/14

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/27/84	Interstate 5	Primary 1

10. GENERAL LOCATION:
Azalea - Glendale Interchange Section

11. GENERAL DESCRIPTION OF WORK
Restoration and rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 12/17/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,662,338; Federal Funds $1,533,007.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	W. A. Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1111

CON 21-2
I-5, 1.
1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES

December 11, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Azalea-Glendale Interchange SEction
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

This is to document the action taken on Items 10 and 11 in the roadside inventory submitted with J. H. Versteeg's letter of November 21, 1984.

We request your concurrence that no corrective measures be taken. Both bridges have adequate width with concrete rails and brush curbs. Safety would not be significantly improved by replacing the rail.

JMT:jrb

cc: E. S. Hunter
J. H. Versteeg
J. J. Gix

RECEIVED
STATE HWY ENGR
DEC 11 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9947

OON 21-2
I-5, A
1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

November 29, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IR-5-2(99)
Azalea-Glendale Interchange Section (Southbound)
Douglas County

The roadside inventory submitted with Mr. Versteeg's November 21, 1984 letter has been reviewed. We concur that the proposed corrective action to eliminate existing roadside obstacles within the clear zone on this project. It is our understanding that items 10 and 11 on the inventory, bridge rails, are being reviewed by the Bridge Section and will be documented by a separate letter.

Sincerely yours,

for Dale E. Wilken
Division Administrator

NOTED
E. S. HUNTER

cc:
OSHD (H Versteeg)
OSHD (G Potter)

12-4-84
cy - Walt Hart
Dale - to cover your follow up soon.
ESH

RECEIVED
STATE HWY ENGR
DEC 3'84
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

I-5
SN 21-2
I-5, 2

ROAD DESIGN SECTION

DATE: November 21, 1984 DES 16

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Azalea-Glendale Intchge.
Pacific Highway
Douglas County

This is to document the action taken on the items identified in the roadside inventory. Attached is a copy with the action taken listed in the last column.

Items No. 1 and 21 have been covered in a letter dated November 1, 1984 requesting your concurrence that no corrective measures be taken. Items 13, 22, 23 and 29 are 6" x 6" sign posts that will be replaced by 4" x 6" posts on a current project, contract No. 9877. Items 10 and 11 are bridge rails which are being reviewed by our Bridge Section and will be documented under separate cover.

We solicit your concurrence that the corrective action proposed is in the public's interest.

JHV:NH:bn

Atch.

cc: E. S. Hunter
L. E. George
W. J. Hart, w/atch
J. J. Gix

bcc: Norm Henry w/atch

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakeley

RECEIVED
NOV 21 1984
ROAD DESIGN SECTION

1 Duane Dr

Do Not File
Return To
Bring Up ____/____/____
Action

OSHD ROADSIDE INVENTORY

Section: Azalea - Glendale Interchg. (S.B.) Prefix: 610-1927 Date: 11-8-84

Hwy. No.: Hwy.: Pacific County: Douglas Partychief: Tom Edwards Sht. 1 of 2

No	Sta. or M.P.	to Sta. or to M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	Action Taken
1	87.15	87.09		15' to 45'			Rock Bluff - Photo #1 & 2	Const. Conc. Barrier	None, See letter 1 Nov. 84
2	87.04	87.02		48			Trees Evergreen (15±) Dia 8"-12"	Remove	Remove
3	86.99			60'			Tree " Dia. 36"	None-Outside Clear Zone	None
4	86.98			44'			Trees Small Evergreen	Remove	Remove
5	86.93			36'			" (Large Group)	"	"
6	86.85			36'			"	"	"
7	86.75			74			Tree 4:1 slope	None, Outside Clear Zone	None
8	86.74			40			Trees Evergreen 4"-8" dia 6:1 Sl.	Remove	Remove
9	86.70			40			Trees Small Evergreen, 6:1 Sl	Remove	Remove
10	86.52	86.49	✓	-			Bridge 10' Rt. Shldr., 6' Lt. Shldr		Deferred to Bridge Sec.
11	86.40	86.39	✓	✓			Bridge 10' Rt. Shldr., 6' Lt. Shldr		"
12	86.34			60'			Trees, Oak on Decel. Lane	None, Outside Clear Zone	None
13	86.20			35'			6"x6" Sign Post	Remove & Replace	None - Being Done On Contract No. 9877
14	85.33			53'			Trees, All Kinds	None	None
15	85.24			40'			Trees. 3"-6" Dia.	Remove	Remove
16	85.08	85.05	✓				Trees. Large Fir, 12"-24" Dia.	Trim Limbs -	None - See Attached Sht.
17	85.03	84.86		50'			Trees & Brush - Photos 4, 5, & 6	Trim Limbs -	None - See Attached Sht.
18	85.03	84.95	43'				Trees, Large Evergreen 12"-24" Dia.	Remove Any Inside Clear Zone	Remove Inside Clear Zone
19	84.04			46'			Trees -	Remove	Remove Inside Clear Zone
20	83.85		52'				Trees	None, Outside Clear Zone	None
21	83.12	82.84		✓	1475'		No Exist. G. Rail, Exist. Trees, No Recovery Area	Const. Guard Rail	None, See letter 1 Nov
22	83.00			35'			Double 6"x6" Sign Post	Remove & Replace	None - Being Done On Contract No. 9877
23	82.84			27'			Double 6"x6" Sign Post	Remove & Replace	None - Being Done On Contract No. 9877

Note: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway ℄ in direction of traffic.
Other Roadway (2 lane): Dist. Lt. or Rt. is from ℄ in direction of increasing M.P. or stationing used.

OSHD ROADSIDE INVENTORY

Section: Azalea - Glendale Intchge (S.B.) Prefix: 610-1927 Date: 11-8-84

Hwy. No.: Hwy.: Pacific County: Douglas Partychief: Tom Edwards Sht. 2 of 2

No	Sta. or M.P.	to Sta. or M.P.	Lt. Dist.	Rt. Dist.	Length	Hazard Class	Description	Recommended Correction	Action Taken
24	82.10			32'			Trees, Evergreen, Small	Remove	Remove
25	82.10	81.92	39'				Trees, Evergreen, 6"-24" Dia	Remove	Remove
26	81.85		24'				Bush	Remove	None - See Attached Sht
27	81.69		53'				Tree, 24" Fir	None, Outside Clear Zone	None
28	81.68			30'			Small Tree	Remove	Remove
29	81.52			28'			6" x 6" Sign Post	Remove & Replace	None - Being Done On Contract No. 9877

Note: Freeways: Dist. Lt. or Rt. is from WB, EB, NB or SB roadway ℄ in direction of traffic.
Other Roadway (2 lane): Dist. Lt. or Rt. is from ℄ in direction of increasing M.P. or stationing used.

AZALEA-GLENDALE INTERCHANGE SEC
PACIFIC HIGHWAY
DOUGLAS COUNTY

Azalea-Glendale #1

MP 87.13
Rock outcrop within clear zone
6:1 slopes

Azalea-Glend. #2

MP 87.10
Rock outcrop within C.Z.
4:1 slopes

Az-Glndl. #3

87.64 8"-12" trees
36' from edge of line

Az-Glndl. #4

85.03 RT 4HD
TRIM LIMBS, TREE TRUNKS ARE OUTSIDE CZ

Az.-Gladl. #5

85.03 LT AHD
Trim Limbs, remove some trees

Az.~Gladl. #6

85.03 LT BK
TRIM LIMBS

Az-Gladl. #7

83.12 Lack of recovery area 6:1 side slope

Az-Gladl #8

83.04 ~3:1 S.S
Trees on R/W Line
No recovery area

Azalea - Glendale #9

MP 82.10 RT Remove small trees
Remove some larger trees on Lt of Hwy

9947

ON 21-2
F 5 1.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

November 9, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-2(99)82
Azalea - Glendale Interchange
Douglas County

Mr. Adams' November 1 letter requesting approval to not correct two possible roadside hazards located at the edge of the clear zone on the subject project has been reviewed.

Based on the information submitted we concur that it would be in the public interest to take no action relative to the existing cut bank and the frontage road because of the excessive cost of right-of-way, the inherent hazard associated with barrier installations, and the relatively low freeway and frontage road traffic volumes involved.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

STATE HWY ENGR
NOV 13 '84
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (D R Adams)
OSHD (G Potter)

NOTED
E. S. HUNTER

9747

EN 21-2
I-5 21.(

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
OCT 16 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE: October 15, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer
ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Azalea-Glendale (Southbound) Section
Pacific Highway (I-5)
Douglas County

We have studied several rehabilitation strategies for this section including asphalt overlays, bonded overlays and full replacement.

We are asking your approval of a project to place edge drains, pavement stabilization, replacement of failed CRPCC Pavement, and shoulder paving. This will cost $1.5 million and be funded with FAI-4R money. This strategy, although for a shorter term, has the lowest annual cost.

Our investigation of this project revealed that 10-15 percent of the outside lane has failed due to poor drainage, base pumping and poor concrete at night joints. Edge loadings also have been a significant factor in the failures. This project will correct all of these problems.

Based on a study of loadings on this project and similar projects, we estimate that this strategy will provide an additional 8 to 10 years of service.

The proposal includes edge drains for the entire length of the project on the outside edge of the CRPCC, and in some locations on the inside edge. The existing A.C. shoulder will be removed and 4 inches of the new A.C. shoulder placed. Repair of CRPCC will involve removal including contaminated base and replacement with 8 inches of CRPCC Pavement over an early set P.C.C. Base. There will be a bond breaker between the P.C.C. Base and CRPCC Pavement.

If you have any questions concerning this proposal, they will be promptly answered.

FET:JTS:ge

bc H. S. Coulter J. H. Versteeg J. J. Gix
E. S. Hunter D. R. Adams R. T. Noble

Form 734-3122

CON 21-2
I-5, x.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 10, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: CRCP Pavement Rehabilitation
Azalea-Glendale Section
I-5 Freeway
Douglas County

We have studied asphalt overlays, bonded overlays, inlays, full replacement and a host of other alternatives to upgrade this section of continuously reinforced concrete pavement. Costs have varied from $2.5 to $5.2 million depending on the type of treatment under consideration. Most of the alternates have included edge drains, slab pumping, replacement of failed pavement in the truck lane and other work as appropriate.

Based on our study of remaining pavement life, I am recommending we spend $1.5 million for edge drains, supergrade stabilization and pavement replacement. We should forego all other surface treatments for 8 to 10 years depending on the structural failure rate of this section of concrete pavement. The inside lane will last another 20 to 25 years and the rehabilitated outside lane should give us another 10 years of satisfactory service based on the projected truck loading and remaining pavement life.

DISCUSSION

1. This 8" CRCP was constructed in 1965, opened to traffic in 1966.

2. The 20-year design was for 4 million, 18 kip EAL.

3. The annual 18 kip EAL was 200,000.

4. Truck lane split 10% 90% by lane prior to 1973. Truck split 20% - 80% by lane after 1973.

5. Outside lane loading 9,300,000, 18 kip EAL to date.

6. Inside lane 2 million, 18 kip EAL loading to date.

7. Inside lane subject to 51% of the original design loading, 22% of the loads sustained by the outside lane.

APPROVED
E. S. Hunter
Date 10-12-84

RECEIVED STATE HWY ENGR
OCT 10 '84
REFER TO
FOW
File
Ltr
Chron
R/W
Const
Info

28-1987

8. Inside lane CRP is structurally sound and does not require significant rehabilitation.

9. Outside lane CRCP is suffering structural failure over 10 to 15% of the surface area.

   (a) Failure is caused by draining problems, pumping, isolated base failure and construction joints. Structural failure is easily identifiable and repairable using current rehabilitation techniques.

   (b) The lane striping one foot off the edge of the concrete has resulted in edge loading. This contributes to pumping action and ultimately to slab distress.

Pavement CRCP Life Minnesota Freeway Portland.

This continually reinforced concrete pavement is an 8" slab over a crushed gravel base and was open to traffic in 1964 or '65. The outside or truck lane has been subject to an estimated 19,700,000 18 kip EAL to date. Recent inspection does not indicate that the pavement is distressed and it should last up to 5 more years before a bonded overlay will be necessary.

Pavement Life, Azalea-Glendale

Based on the current annual loading of 250,000 18 kip EAL, the inside lane has a proven load capacity of an additional 7 million applications. This 8" CRCP has the potential for lasting another 20 to 25 years before structural failure would be anticipated.

Based on the current annual loading of 1 million 18 kip EAL on the outside truck lane, the outside lane has a potential capacity of an additional 10 million 18 kip EAL based on our Minnesota freeway experience. The outside lane then is expected to provide an adequate service for 8 to 10 years, depending on the rate of increase in both truck size and volume. This 8 to 10 years service prediction is based on replacement of failed pavement sections and providing adequate edge drainage and doing any other necessary pavement repair. The pavement capacity may be 10% to 15% less than the Minnesota Freeway because of a difference in guality control, construction and concrete slab curing.

JHV:bn

9747

I-5 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 10, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: CRCP Pavement Rehabilitation
Azalea-Glendale Section
I-5 Freeway
Douglas County

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Based on our study of remaining pavement life, I am recommending we spend $1.5 million for edge drains, supergrade stabilization and pavement replacement. We should forego all other surface treatments for 8 to 10 years depending on the structural failure rate of this section of concrete pavement. The inside lane will last another 20 to 25 years and the rehabilitated outside lane should give us another 10 years of satisfactory service based on the projected truck loading and remaining pavement life.

DISCUSSION

1. This 8" CRCP was constructed in 1965, opened to traffic in 1966.

2. The 20-year design was for 4 million, 18 kip EAL.

3. The annual 18 kip EAL was 200,000.

4. Truck lane split 10% 90% by lane prior to 1973. Truck split 20% - 80% by lane after 1973.

5. Outside lane loading 9,300,000, 18 kip EAL to date.

6. Inside lane 2 million, 18 kip EAL loading to date.

7. Inside lane subject to 51% of the original design loading, 22% of the loads sustained by the outside lane.

APPROVED
E S Hunter
E. S. Hunter
Date 10-12-84

RECEIVED STATE HWY ENGR
OCT 10 '84
REFER TO
FOW

81-125-1387

8. Inside lane CRP is structurally sound and does not require significant rehabilitation.

9. Outside lane CRCP is suffering structural failure over 10 to 15% of the surface area.

   (a) Failure is caused by draining problems, pumping, isolated base failure and construction joints. Structural failure is easily identifiable and repairable using current rehabilitation techniques.

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Pavement CRCP Life Minnesota Freeway Portland.

This continually reinforced concrete pavement is an 8" slab over a crushed gravel base and was open to traffic in 1964 or '65. The outside or truck lane has been subject to an estimated 19,700,000 18 kip EAL to date. Recent inspection does not indicate that the pavement is distressed and it should last up to 5 more years before a bonded overlay will be necessary.

Pavement Life, Azalea-Glendale

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JHV:bn

cys sent per JHV 10-11
DN

Terpin
Adams
Royer
Reg. 3 - Busey & Gilpin
All Headquarters - Reg 1
Beecroft
Hunt

9947

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: October 1, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Azalea-Glendale Section
Interstate 5 (I-5)
Douglas County

Attached is an analysis of the loadings on this section. Based on the loading history, the existing condition of the pavement and the performance of similar 8" CRPCC pavements, we should be able to extend the life by at least 10 years with a drainage, repair project. The estimated initial cost for this project would be about $1.3 million, with an equivalent annual cost for 15 years of $150,000. The annual cost is less than the other longer term strategies.

This alternate has the advantage of using more of the remaining life in the existing pavement. The current distress involves about 10 percent the outside lane. Much of the current distress is due to poor drainage, edge loadings and poor concrete at night joints. The excessive edge loadings are caused by the fog line being too far out on the shoulder. The proposed Alternate No. 5 would correct all of these problems.

I have attached a Life Cycle Cost Chart for comparison with previously analyzed strategies.

JTS:ge
Attachments

cc Frank Terpin
Ron Noble
Jim Gix

	Alternate No. 1 AC Overlay	Alternate No. 2 Bonded PCC Overlay	Alternate No. 3 CRPCC (7") Overlay	Alternate No. 4 Inlay CRPCC and bonded PCC Overlay	Alternate No. 4A Inlay CRPCC and AC Overlay	Alternate No. 5 Drainage & Repair CRPCC
Initial Rehabilitation	1.95 M .331 M*	3.50 M .59 M*	4.1 M .695 M*	3.9 M .66 M*	3.4 M .58 M*	1.3M 0.22M*
9-Yr. Rehabilitation	0.98 M .166 M*					@7Yrs 0.5M
10-Yr. Rehabilitation: Joint Sealing		0.019 M .003 M*	0.019 M .003 M*	0.019 M .003 M*	0.423 M .072 M*	Considered for 15 Years only
18-Yr. Rehabilitation	1.30 M .220 M*					
20-Yr. Rehabilitation: Joint Sealing		0.057 M .010 M*	0.057 M .010 M*	0.057 M .010 M*	0.423 M .072 M*	
27-Yr. Rehabilitation	0.98 M .166 M*					
State Force Maintenance	0.06 M .010 M*	0.066 M .011 M*	0.027 M .005 M*	0.054 M .009 M*	0.051 M .009 M*	0.075M
Salvage Value	-.65 M	-.74 M	-1.1 M	-1.1 M	-0.76 M	—
TOTALS	4.62 M .78 M*	2.90 M .49 M*	3.10 M .53 M*	2.93 M .50 M*	3.54 M .60 M*	1.88 M 0.32M*

*Per mile cost in millions of dollars.

LIFE CYCLE COSTS

	INTEREST - 0% INFLATION - 0%	INTEREST - 4% INFLATION - 0%
	Annual Cost	Equivalent Annual Cost @ 4%
Alternate No. 1 AC Overlay	0.15 M/Yr. .025 M/Yr.*	0.19 M/Yr. .032 M/Yr.*
Alternate No. 2 Bonded PCC Overlay	0.10 M/Yr. .017 M/Yr.*	0.19 M/Yr. .032 M/Yr.*
Alternate No. 3 CRPCC Overlay (7")	0.11 M/Yr. .019 M/Yr.*	0.22 M/Yr. .037 M/Yr.*
Alternate No. 4 Inlay CRPCC and Bonded PCC Overlay	0.10 M/Yr. .017 M/Yr.*	0.21 M/Yr. .036 M/Yr.*
Alternate No. 4A Inlay CRPCC and AC Overlay	0.12 M/Yr. .020 M/Yr.*	0.22 M/Yr. .037 M/Yr.*
Alternate No. 5 Edge Drains, Replace distressed CRPCC, Stabalize, Pave Shoulders	0.12M/Yr.	0.15M/Yr

9947

STATE OF OREGON

INTEROFFICE MEMO

TO: John T. Scofield
Location Field Engineer

DATE: September 27, 1984

FROM: Ronald T. Noble
Surfacing Design Engineer

SUBJECT: Review of Loading History and Remaining Life.
Azalea - Glendale (southbound) Section
Pacific Highway, Douglas County

Submitted herewith are the answers to the questions you posed me regarding the above section. If any question regarding to the answers, please contact me.

RTN:bk

Attachments

AZALEA - GLENDALE (SB) SECTION

1) What was it designed for?

Base Design:
Traffic design year: 1965-85.

Truck ADT: 779.

18 KIP S.A./day: 545.7.

Annual KIP EAL: 199,181.

Twenty year 18 KIP S.A.: 3,983,610.

2) What is the history of loading by lane?

	ACCUMULATED 18 KIP EAL	
YEAR	Inside Lane	Outside Lane
1967	22,779	205,011
1970	103,040	927,359
1973	234,831	2,113,479
1976	579,427	3,491,862
1979	1,019,020	5,250,234
1982	1,533,979	7,310,073
1984	2,035,244	9,315,131

NOTE: Before 1973 a 10% traffic on the inside land and 90% on the outside lane was considered. A 20, 80% traffic was considered after 1973.

3) What is left in life by lane?

Design lane was designed with 100% of traffic. 3,983,610 - 20 Years 18 KIP EAL.

1984 accumulate 18 KIP Eal:
Outside Lane = 9,315,131 18 KIP EAL.
Inside Lane = 2,035,244 18 KIP EAL.

Remaining Life:

1) According to the original basic design:

Outside Lane: Use Life = $\frac{9,315,131}{3,983,610} = 2.338 = \underline{\underline{233.8\%}}$.

No remaining life for the outside lane. This lane life is 134% above design life.

3) Continued

Inside Lane: Use Life = $\frac{2,035,244}{3,983,610}$ = .5109 = 51.1%.

Remaining Life = 100-51.1 = 48.9%

2) According to our record of accumulated loading carried by outside lane:

- Outside Lane has started to fail.

- Inside Lane: Use Life = $\frac{2,035,244}{9,315,131}$ = 0.218 - 21.8%.

Remaining Life = 100-21.8 = 78.2%.

4) What is lane split by weight (EAL)?

	Inside Lane	Outside Lane
<32,000 lbs.	40.5%	59.5%
32,000 - 70,000 lbs.	20.8	79.2
>70,000 lbs.	17.6	82.4

This is based on data obtained from the I-5 weigh in motion site north of N. Jefferson Interchange.

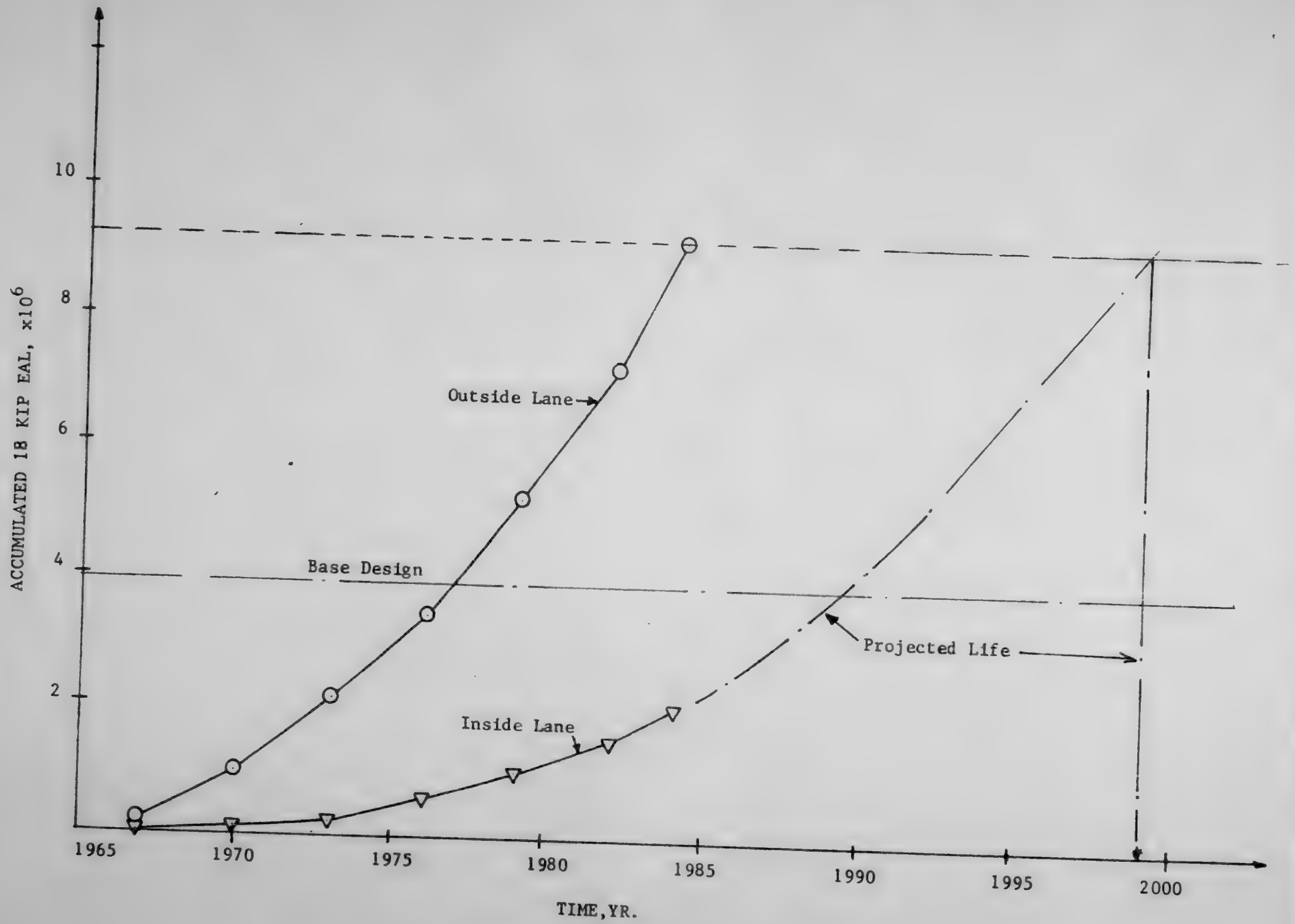


FIGURE: Accumulated 18 Kip EAL vs. Time.
Azalea - Glendale (Southbound) Section.

9917

STATE OF OREGON

INTEROFFICE MEMO

TO: Hal Versteeg
Road Design Engineer

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Bonded Overlays

DATE: September 24, 1984

1 Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trent
Walseleg

RECEIVED
SEP 25 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Following are some disjointed notes resulting from my conversations with several people around the country concerning their experience with PCC overlays:

Bill Temple, Louisiana, phone 504-342-7521. Louisiana recently constructed a four inch bonded overlay. The old pavement was jointed and they marked the joint positions on the shoulder and resawed them at the same locations in the overlay. They like the overlay so far. Some small (1 ft x 1 ft) disbonding has been found on some corners which they attribute to curling stresses in the jointed slabs.

Rich May, Highway Research Engineer, FHWA, McLaine, Virginia, phone 703-285-2062. Rich is quite hesitant about thin bonded overlays. I suggested four inches may be too thick and he countered with it may not be thick enough. His main caution was to be sure the pavement is not moving, especially vertically. The repairs you plan with the undersealing should satisfy his concerns.

Hugh Tyner, Georgia, phone 404-656-5314. They have no bonded overlays except bridge decks. About ten years ago Georgia constructed CRC overlays over jointed pavements in thickness of 3 inches, 4.5 inches, and 6 inches. A membrane curing compound was used to prevent bond. He referred to the result as being semi-bonded. They have now removed the 3 inch overlay and replaced it with asphalt concrete. Being unbonded, the impact of loads caused much cracking at an early age. The 4.5 inch thickness had extensive cracking but is still serving. Their bonded overlays on bridge decks have been satisfactory but they use an epoxy bonding agent in that application.

Joe Sheffield, Mississippi, phone 601-359-1174. They constructed a 6 inch CRC overlay over CRC pavement. The overlay used number 5 bars to provide 0.7 percent steel. The badly broken areas were dug out and patched with asphalt concrete. They are now having punchouts over these patches. The CRC overlay has no transverse steel but they have tied shoulders. He said they have almost continuous longitudinal cracking in the truck lane at the end of the tie bars.

George Calvert, Deputy Director for Development, Iowa, phone 515-239-1461. The design procedure in Iowa for bonded overlays is to find the structural number (SN) of the existing pavement by use of Road Rater or Dynaflect. They determine the final SN needed for their design period and proportion the overlay thickness on the basis of 0.5 SN per inch of overlay thickness. The bonded overlays range from 2 to 4 inches.

Calvert mentioned they did a four inch overlay on I-80. The bonded overlays over CRC are not reinforced and are allowed to crack as they will. They do saw a longitudinal joint at the lane line. For preparation, a rotomill or shotblaster is used. If rotomill is used, he cautioned it is necessary to sandblast to remove loose particles ahead of paving. In Iowa, they feel strongly you need to start with dry pavement and spray on or brush on grout. If sprayed on, they use just cement and water and if brushed on, they use sand, cement and water to make it workable. He cautioned you do not want the grout too thick; avoid ponding. The paving needs to be placed before the grout dries out. Minimize shrinkage in the overlay by using as little water as possible in the mix. Apply the curing compound quickly behind the paver; don't let the pavement dry. Calvert mentioned they widened a pavement from 20 to 24 feet and think they got good bond with the cement grout. I gathered they had no longitudinal cracking. Iowa is very willing to help us with details of specifications and techniques they have found to work well.

Now for a few of my thoughts after reflecting on our September 20 meeting. I agree with Al and Walt that mesh reinforcement would be nice but I really question whether it can be placed properly with the need to keep fresh grout immediately ahead of the paver. Most of the concrete pavement in the United States has no steel and, in general, it does very well. If the old pavement is repaired and undersealed and good bond is obtained, the overlay should perform well without steel.

The discussion indicated that with the needed repairs, it would be almost as cheap to remove the outside lane and completely replace it. Intuitively, and without study, it seems there is a great deal of structural capacity left in the old pavement that should be utilized. It is my understanding that rotomilling costs have become quite reasonable as the equipment has been improved and competition increased. I visualize the repairs and the rotomilling as the most difficult tasks. Unless the repairs are very extensive, these tasks should cost less than removal. The overlay itself should not be too difficult to place. The discussion at the meeting continued with the thought from someone that if the outside lane is to be completely removed it might be almost as cheap to remove the inside lane also. I have a hard time visualizing that complete removal would be a good choice.

I heard Texas did a thin bonded overlay but I did not talk to anyone there. My friend retired and became a consultant. A starting point would be Rick Norwood, Assistant Research Administrator at phone number 512-475-7403. Also, someone might want to get an update from Gordon Ray, PCA, phone 312-259-0759 and from Bill Yarjanson, ACPA, phone 312-640-1020.

cc: Robert N. Bothman
Steve Macnab
Ron Noble

9947

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 14, 1984

In Reply Refer to
File No.:

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL FILED BY
FRANK E. TERPIN

NOTED
E. S. HUNTER

SUBJECT: Azalea-Glendale (Southbound) Section
Pacific Highway
Douglas County

Submitted herewith is a surfacing design with supporting data for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

The pavement distress on this project is related to night joints and drainage problems. Most of the distress is located in the southbound right lane.

Our rehabilitation design is for a 30-year period. It calls for removing the existing CRPCC (8 inches) failed areas and replacing them with 8 inches of continuously reinforced PCC, then overlaying with 4 inches of bonded Portland Cement Concrete. Also a 4-inch AC overlay will be placed on the existing shoulders. Subdrains will be installed the full length of the project section.

The bonded PCC design is based on the new PCA method, using new traffic data. Documentation supporting this design is attached.

If any questions should arise about this analysis, they will be promptly answered.

Attachment

FET:RTN:js ge

bc E. S. Hunter
J. H. Versteeg
D. R. Adams
J. J. Gix
R. T. Noble

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: F I L E S

DATE: August 27, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: FAI-4R Projects - Pavement Rehabilitation

Today I met with Hal Versteeg, Don Adams and Frank Terpin to determine pavement rehabilitation strategies for various interstate 4R projects. Frank Terpin, Don Adams and I made a field trip on August 22 and 23 to look at projects on I-5 between Salem and the California State Line.

The following strategies were decided on and will be submitted to FHWA for approval:

1. Goshen-Cottage Grove N.B. Remove and replace existing PCC pavement with 10" CRPCC and 6" C.T.B., with outside lane 13' wide. Remove existing A.C. shoulder and replace with 4" new A.C. Finish grade will be approximately 2" above existing.

   Estimated cost = $11.0 million.

2. Elkhead Road-Rice Hill S.B. Eleven-inch CRPCC Inlay with 6" of cement treated existing roadbed - 14' wide. The inside lane and shoulders will have the one-inch class "E" mix wearing surface removed. Three inches of class "C" A.C. will then be placed on the inside lane and shoulders.

   Estimated cost = $4.1 million.

3. Azalea-Glendale Bonded PCC overlay 4" thick of the existing CRPCC pavement. Some replacement of the outside lane will be necessary. Project will include necessary subdrains and A.C. shoulder paving.

   Estimated cost = $3.8 million.

4. Ladd Canyon-North Powder Replace damaged CRPCC pavement in the E.B. outside lane. Repairs to include removal of old cinder base. Project also will include placing CRPCC pavement through the slide area which is now stable.

   Estimated cost = $2.0 million.

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Design | Agt | File

NOTED
E. S. HUNTER

JTS:ge
cc E. S. Hunter, J. H. Versteeg, Don Adams, Frank Terpin, Jim Gix, Bob Hector, Ron Noble, Jack Sullivan, Steve Macnab

81-125-1387

Contains Recycled Materials

9947

1-5 N

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Design Engineer

DATE: July 11, 1984

FROM: Ronald T. Noble
Surfacing Design Engineer

SUBJECT: Recommended Rehabilitation Strategy
Azalea - Glendale (Southbound) Section
Pacific Highway, Douglas County

Submitted herewith is a study report for three alternate rehabilitation strategies for the subject section.

I am recommending Alternate No. 3, which calls for a C.R.P.C.C. overlay 26 feet wide with A.C. shoulders.

My recommendation is based on the following factors:

1. Comparable life cycle (annual) costs for all alternates.

2. Lowest user cost. Performance of C.R.P.C.C. pavements result in fewer delays due to current and future construction and maintenance.

3. C.R.P.C.C. will provide a higher degree of traffic safety over a longer period of time.

4. P.C.C. pavements have provided better service on the Interstate System.

Attached are details of the alternates, including cost estimates.

RTN:js

Attachments

cc: Frank Terpin
J. J. Gix
John T. Scofield

RECEIVED
JUL 12 1984
LOCATION SECTION

1 Versteeg ✓
Anderson
2 Adams ✓
Hannah
Edwards
Terpin
Trout
Wakeliz

RECEIVED
JUL 1 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

81-125-1307

AZALEA - GLENDALE SECTION
DESIGN ALTERNATIVES

GENERAL

The existing southbound lanes were constructed in 1965 and consisted of 8 inches of continuously reinforced P.C.C. in the travel lanes and 2" A.C. on the shoulders. In conjunction with the pavement, two overcrossing structures and two undercrossing structures were constructed in this project.

Currently the roadway surface is showing signs of increased deterioration and several areas of pavement failure. Defects such as surface holes, continual longitudinal cracking and numerous patched areas are found throughout the job limits. The outside shoulder and shoulder joint are in poor condition, having locations of shoulder breakup and areas of shoulder joint widening and spalling. Given the current pavement condition and the present traffic volumes, there is a need for rehabilitation of the pavement's structural section if the level of service for this section is to remain at an acceptable level.

STRUCTURES

There are two mainline structures that are approximately 20 years old and have a remaining life of 20-25 years.

DESIGN ALTERNATIVES

Three alternatives have been selected for life cycle analysis. The following attachments are the three alternatives considered.

ALTERNATE NO. 1

Construct an A.C. overlay using a one-lane closure for traffic handling. Prior to overlaying, any sections of pavement that have failed will be removed and replaced, and the remaining pavement should be subsealed for stabilization. The proposed overlay calls for a leveling course: 3 inches of Class "C" A.C. and 1 inch of Class "E" A.C. Estimated future surfacing requirements are for rehabilitation on 9-year cycles. The overlay thickness is such that rutting and reflective cracking both reach an unacceptable state in approximately 9 years.

At overcrossing structures the A.C. overlay will be carried across the existing structures. Further investigation by Bridge Section will be needed to determine the proper rehabilitation strategies for these structures. The cost estimate includes no allowance for any extra bridge deck reconstruction.

At undercrossing structures, adjustments in the construction grade will not be required because the existing clearances can accept the overlay thickness and still maintain adequate clearances.

If this alternate is chosen, it is recommended that a further analysis be conducted prior to each future stage rehabilitation.

For life cycle cost comparison a 30-year period was used. Our estimated cost for the initial project is $1.95 million. The total estimated cost in 1984 dollars over the 30-year period is $4.62 million with an equivalent annual cost of $0.19 million. The corresponding costs per mile are $0.33 million, $0.78 million, and 0.032 million.

ALTERNATE NO. 2

Construct a 5-inch Iowa-type bonded P.C.C. overlay on existing travel lanes, and widen the outside lane by 3 feet, 13 inches deep. Widening of the outside travel lane is required for edge support and to move the P.C.C./A.C. joint away from the edge of the travel lane. The extra thickness is required for strength under the P.C.C. widening and to minimize the possibility of shear cracking at the edge of the existing C.R.P.C.C. This will be accomplished by subexcavating at the edge of the existing C.R.P.C.C. and adding three feet of plain P.C.C. attached by transverse dowels.

Surface shoulders with 5 inches of Class "C" A.C. Prior to overlaying, any pavement sections which have failed shall be removed and replaced, and remaining pavement should be subsealed for stabilization.

At overcrossing structures the bonded P.C.C. overlay should be latex modified and approximately two inches thick. The overlay thickness on the travel lanes will need to be tapered from 5 inches to 2 inches at each O'Xing structure. Further investigation by Bridge Section will be needed to determine the proper rehabilitation strategies for these structures. The cost estimate includes no allowance for any extra bridge deck reconstruction.

No adjustments will be required at undercrossing structures because existing clearances can accept the overlay thickness and still maintain adequate clearances.

A one-lane detour against opposing traffic will be used for handling traffic. Details are explained further in the section on traffic handling.

For life cycle cost comparison a 30-year period was used. Our estimated cost for the initial project is $3.66 million. The total estimated cost in 1984 dollars over the 30-year period is $3.10 million with an equivalent annual cost of $0.21 million. The corresponding per-mile costs are $0.62 million, $0.53 million, and $0.036 million.

ALTERNATE NO. 3

Construct a 10-inch continuously reinforced Portland Cement Concrete (C.R.P.C.C.) overlay, widening the outside travel lane from 12 to 14 feet with 4 inches of Class "C" A.C. and 6 inches of P.M.B.B. on the shoulders.

Prior to the overlay, failed sections of the existing pavement should be stabilized.

The increase in thickness of the highway does not present any clearance problem to the undercrossing structures. Adjustments will be required at overcrossing structures to meet the new grade. Further investigation by the Bridge Section will be needed to determine the proper rehabilitation strategies for these structures. The cost estimate includes no allowance for any extra bridge deck reconstruction. A one-lane detour against opposing traffic will be used for handling traffic. Details are explained further in the section on traffic handling.

For the life cycle comparison a 30-year period was used. Our estimated cost for the initial project is $4.5 million. The total estimated cost in 1984 dollars over the 30-year period is $3.08 million, with an equivalent annual cost of $0.24 million. The corresponding per-mile costs are $0.76 million, $0.52 million, and $0.041 million.

COST COMPARISON

Following is a comparison of costs. The first table shows the stages for each alternate and the estimated costs in current (1984) prices. The second table is a comparison of annual costs based on uniform series payments with the value of money at 4% per annum.

ALTERNATE COSTS

	Alternate No. 1 A.C. Overlay	Alternate No. 2 Bonded P.C.C. Overlay	Alternate No. 3. C.R.P.C.C. Over-lay
Initial Rehabilitation	1.95 M .331 M*	3.66 M .62 M*	4.5 M .76 M*
9 Yr. Rehabilitation	0.98 M .166 M*		
10 Yr. Joint Sealing		.044 M .007 M*	0.019 M 0.003 M*
18 Yr. Rehabilitation	1.30 M .220 M*		
20 Yr. Joint Sealing		.063 M .011 M*	0.038 M 0.006 M*
27 Yr. Rehabilitation	0.98 M .166 M*		
State Force Maintenance	0.06 M .010 M*	.066 M .011 M*	0.027 M 0.005 M*
Salvage Value	-.65 M	-.74 M	-1.5 M
TOTALS	4.62 M .78 M*	3.10 M .53 M*	3.08 M 0.52 M*

*Per mile cost in millions of dollars.

LIFE CYCLE COSTS

	INTEREST - 0% INFLATION - 0%	INTEREST - 4% INFLATION - 0%
	Annual Cost	Equivalent Annual Cost @ 4%
Alternate No. 1 A.C. Overlay	.15 M/Yr. .025 M/Yr.*	.19 M/Yr. .032 M/Yr.*
Alternate No. 2 Bonded P.C.C. Overlay	0.11 M/Yr. .019 M/Yr.*	.21 M/Yr. .036 M/Yr.*
Alternate No. 3 C.R.P.C.C. Overlay	0.11 M 0.019 M/Yr.*	0.24 M/Yr.* 0.041 M/Yr.*

*Per mile cost in millions of dollars per year

AZALEA - GLENDALE SECTION
TRAFFIC HANDLING PROPOSAL

A traffic handling cost estimate has been developed for the P.C.C. pavement alternatives based on using a one-lane, opposing traffic detour.

It will entail using crossovers and median barriers to detour traffic onto one lane of the northbound lanes while the contractor reconstructs the southbound lanes. Temporary surfacing for crossovers and ramp connections, concrete median barrier, and temporary signing will be required for all detour sections.

A potential problem exists when two lanes of traffic are merged into one lane. This problem can be greatly reduced by providing good advisatory signing informing the motorists of the required transition into one lane and the proper lane positioning. Long merge lanes should also be used to provide adequate length for the ramp traffic to make safe transitions with the mainline traffic.

The project has been divided into two units. The length of each unit is approximately 3 miles.

PAVEMENT TYPE SELECTION FACTORS

PRINCIPAL FACTORS

1. Traffic Classification: ADT 11,200
   Trucks = 2940 per day with 2250 of these being 5-axle trucks. The ADT is well within the range that can be handled temporarily in one lane in each direction.

2. Soils Characteristics: The typical soils are sandy silts with a low (10-20) R value and a K value of 70-80.

3. Climate: Average annual rainfall for this area is approximately 33 inches. The depth of frost penetration is negligible.

4. Construction Considerations: Alternates one and three are relatively easy to construct. The bonded P.C.C. overlay plus widening of the outside travel lane is a more difficult operation. The A.C. overlay includes rehabilitation at 9, 18, and 27 years, which would result in a number of interruptions to the users. The C.R.P.C.C. would produce much less user delay for current and future maintenance and rehabilitation.

5. Recycling: Recycling of existing materials is not an option since the existing roadway is being utilized in place in all alternates.

6. Cost comparisons are shown in tables on pages 4 and 5 of this report. The annual costs of Alternates Nos. 2 and 3 are lower if it is assumed that investment opportunities and inflation cancel out. When investment opportunities are assumed to outweigh inflation by 4%, the annual cost of Alternate No. 1 is somewhat lower.

SECONDARY FACTORS

1. Performance of similar pavements in the area: P.C.C. pavements have provided better service on the Interstate System.

2. Adjacent existing pavements are A.C., but the existing pavement on this project is C.R.P.C.C.

3. Conservation of Energy and Materials: Alternate No. 1 uses less material than the other two alternates during the first phase, but more in future rehabilitation. Alternate No. 3 uses more material than Alternate No. 2.

4. Availability of Local Materials or Contractor Capabilities: Material sources are available for all alternates.

5. Traffic Safety (finished project): C.R.P.C.C. would provide a higher degree of safety over a much longer period of time.

6. Incorporation of Experimental Features: This has not been considered.

7. Stimulation of Competition: This has not been considered.

8. Municipal Preference participating Local Government Preference and Recognition of Local Industry: This has not been considered.

RECOMMENDATION

Alternate No. 3 is recommended. Following are major factors:

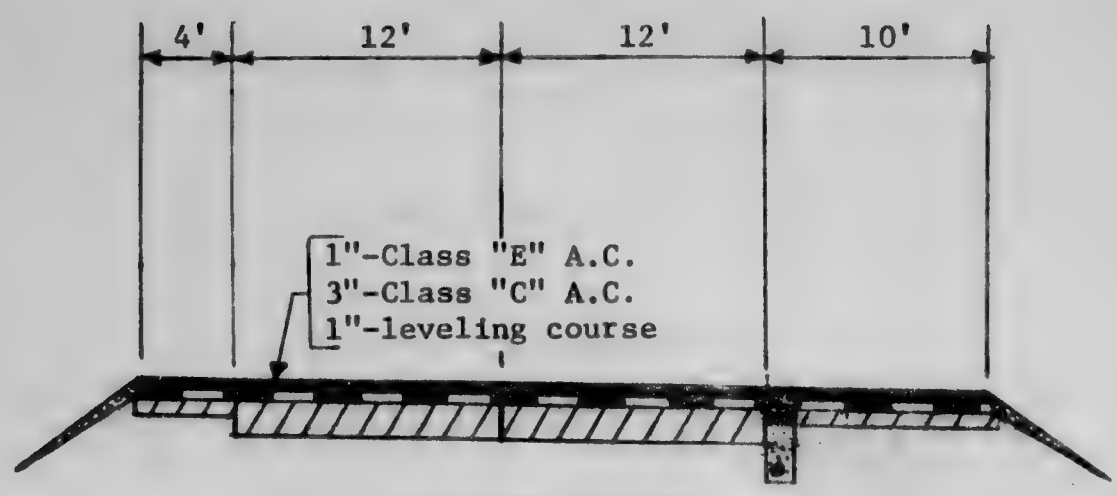
1. This alternate will provide the highest level of service with the least potential for required maintenance.

2. Less negative impact on the users (fewer interruptions due to construction/maintenance).

3. Better long-term safety for the user.

4. Considering the accuracy of estimating, especially for future stages and maintenance, the life cycle costs are in a comparable range for all three alternates.

AZALEA-GLENDALE SECTION
ALTERNATE NO. 1
ASPHALTIC CONCRETE OVERLAY



MAINLINE SECTION

Extg. Pvmt.

1. Remove and replace failed sections of pavement.

2. Stabilize and subseal remaining pavement sections.

3. Install subdrainage.

4. Place 1" leveling course, 3" Class "C" A.C. and 1" Class "E" A.C.

5. Staged rehabilitation will be required on approximately 9 year intervals. Before the first rehabilitation is accomplished, a further study would be advisable to determine if available funding would warrant another alternative.

Azalea - Glendale Section

Pacific Hwy - I-5

Construction and Maintenance Estimated Costs.

Alternate No. 1

ONE WAY miles = 5.9 miles
Patching Costs = $75 /ton

Year	Action	tons/mile	Total	Cost $ (10^6)
0	INITIAL REHABILITATION			1.95
6	MAINTENANCE Patch	3	20	.002
7	" "	10	60	.005
8	" "	20	120	.01
9	CONTRACT REHABILITATION.			.98
15	MAINTENANCE PATCH	3	20	.002
16	" "	10	60	.005
17	" "	20	120	.01
18	CONTRACT REHABILITATION			1.30
24	MAINTENANCE PATCH	3	20	.002
25	" "	10	60	.005
26	" "	20	120	.01
27	CONTRACT REHABILITATION			.98
30	END of ANALYSIS PERIOD			

SALVAGE VALUE = 67%(.98 M)

(-.65)

4.611

use → 4.62 M

∴ Total State Force MAINTENANCE = ($1,000 → use $60,000)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section AZALEA - GLENDALE (0-9yr O'LAY)
Highway PACIFIC County Douglas Prefix ___
Length 5.9 Miles ___ Designer S. Heacock Date 2-14-84
Signed Jon Heacock Title ___

Grading & Drainage $ —

Surfacing $ 1,613,410

Extra Work

STRIPING	$ 4,300
PVMT. MARKERS	$ 5,900
	$
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 10,200

TOTAL . . . . . $ 1623,610

+ 20 % Engineering and Contingencies $ 324,800

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 1,948,410

use # 1,950,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section AZALEA - Glendale (9.27 & O'Lay)
Highway PACIFIC County Douglas Prefix
Length 5.9 Miles Designer Jon Heacock Date 2-14-84
Signed Jon Heacock Title

Grading & Drainage $ —

Surfacing $ 800,625

Extra Work

Striping	$ 4,300
Pvmt. markers	$ 5,900
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 10,200

TOTAL . . . . . $ 810,825

+ 20 % Engineering and Contingencies $ 162,200

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 973,025

Use #980,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Azalea-Glendale (18yr O'Lay)
Highway Pacific County Douglas Prefix
Length 5.9 Miles Designer J. Heacock Date 2-14-84
Signed Joe Heacock Title

Grading & Drainage	$ —
Surfacing	$ 1,067,550
Extra Work	

Striping	$ 4,300
Pvmt. Markers	$ 5,900
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 10,200
TOTAL	$ 1,077,750
+ 20 % Engineering and Contingencies	$ 215,550
Structures	

	$
	$
	$
	$

TOTAL STRUCTURES	$ —
Right of Way	$ —
TOTAL ESTIMATED COST	$ 1,293,300

use # 1,300,000

SUMMARY—BID SCHEDULE—COST ESTIMATE Date 2-7-84

Section Azalea - Glendale County Douglas

Kind Of Work A.C. O'Lay Length 5.9 mile Name J. Hancock

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	12%	167,000
	T.P.&D.		All	All	4%	55,700
	Temp Signing		Sq.Ft.	800	6.00	4,800
	Flagging		Hour	3200	16.00	51,200
	P.C.C. Removal		S.Y.	5000	3.00	15,000
	Aggregate Shoulder Mat'l.		TON	1400	6.00	8400
	Quick Set P.C.C. (Point Repair)		S.Y.	5000	40.00	200,000
	Class "C" A.C. mix w Liquid		TON	29650	25.00	741,250
	Class "E" A.C. mix w Liquid		TON	6400	27.00	172,800
	Emulsion — Oil		S.Y.	131,950	0.30	39585
	TRENCH Exc.		C.Y.	1200	8.00	9600
	Special Drain Mat'l.		C.Y.	1200	15.00	18,000
	Filter Fabric		S.Y.	17,400	1.00	17,400
	4" Drain Pipe		Lin.Ft.	31,250	3.50	109,375
	Outlet Protection Blocks		EACH	110	30.00	3,300
					TOTAL	1,613,410

SUMMARY—BID SCHEDULE—COST ESTIMATE Date 2-8-84

Section AZALEA - GLENDALE County Douglas

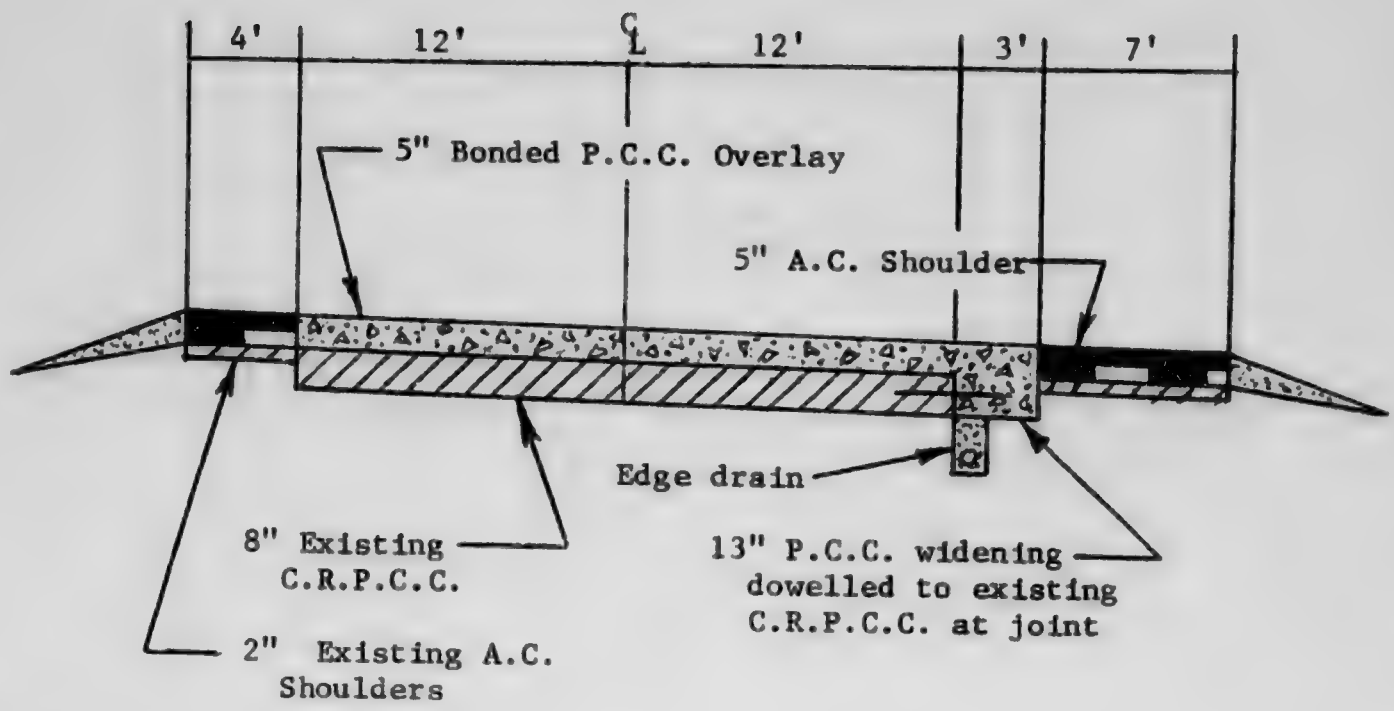
Kind Of Work A.C. Olay - 9,18 yr. Length 5.7 MILES Name J. Heacock

ITEM	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	10% 9yr	70,300
				18yr	93,700
T.P. & D.		ALL	All	4% 9yr	28,100
				18yr	37,500
Temp. Signing		Sq. Ft.	400	6.00	2400
Flagging		Hour	2000	16.00	32000
9yr:					
Cold Plane Pvmt. Removal - 3"		S.Y.	83,500	1.75	146,125
Class "C" A.C. mix (w/ Liquid) - 3"		Ton	14,100	25.00	352,500
Class "E" A.C mix (w/ Liquid)		Ton	4800	27.00	129,600
Emulsion Seal		S.Y.	132,000	0.30	39,600
* 9yr Surfacing: Remove & Replace 3" A.C. (T.L.S.)					
Plane 3/4" Class E A.C. (full width)			9yr	Total ⇒	800,625
18yr.					
Cold Plane Pvmt. Removal - 2"		S.Y.	83,500	1.50	125,250
Class "C" A.C. mix w/ Liquid - 2"		TON	24,300	25.00	607,500
Class "E" A.C. Mix w/ Liquid		TON	4800	27.00	129,600
Emulsion Seal		S.Y.	132,000	0.30	39,600
* 18yr Resurfacing: Remove & Replace 2" A.C. (T.L.S.)			18yr	TOTAL ⇒	1,067,550
Place 2" - A.C. + 3/4" Class E (Full width)					

AZALEA - GLENDALE SECTION

ALTERNATE NO. 2

BONDED P.C.C. OVERLAY



TRAVEL LANES

1) Preparation

a) Remove failed sections of pavement.
b) Stabilize and seal remaining sections of pavement.
c) Surface preparation (to include: rotomilling - 1/4" minimum, sandblasting, cleaning, and application of cementing paste).
d) Remove 3' width of A.C. shoulder adjacent to outside lane, 8" deep.

2) Placement

a) Replace failed pavement sections
b) Install subdrainage.
c) Place 5" P.C.C. bonded overlay on prepared surface - 24' wide and 13" P.C.C. - 3' wide to widen outside lane.

3) Finish

a) Reestablish transverse and centerline joints and seal.
b) Restore pavement markings.

SHOULDERS

Place 5" of asphaltic concrete on inside shoulder and remaining 7 feet of outside shoulder

Azalea Glendale Section
Pacific Hwy - I-5
Construction & Maintenance Estimated Costs:

Alternate No. 2

one way miles = 5.9 miles (31,250 ft.)

Year	Action	Quantity	$/unit	Cost* (10^6)
0	initial rehabilitation	project	—	3.66
1	Repair P.C.C.	100 yd^2	$125/yd^2	.013
2	"	"		.013
3	"	"		.013
↓				
10	contract rehabilitation			.044
↓				
20	"	"		.063
↓				
27	Repair P.C.C.	25 yd^2	200/yd^2	.005
28	"	50 yd^2	170/yd^2	.009
29	"	100 yd^2	125/yd^2	.013
30	End of Pavement Life (salvage value)			(-.738)
				3.10M

TOTAL STATE FORCE MAINTENANCE
(not including joint cleaning + sealing)
+
= 66,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIM[illegible]

Sheet ___ of ___ Sheets

Section Azalea - Glendale Bonded P.C.C. Overlay
Highway Pacific County Douglas Prefix
Length 31,850 Ft Miles 5.9 Designer Teri Libinator / Jo Hacker Date 6/20/84
Signed Teri Libinator Title HE - I

Grading & Drainage	$ —
Surfacing	$ 3,027,800
Extra Work	
striping	$ 4,300 00
signing	$ 5,900 00
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$ 10,200 00
TOTAL	$ 3,038,000 00
•20 % Engineering and Contingencies	$ 607,600 00
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ —
Right of Way	$ —
TOTAL ESTIMATED COST	$ 3,655,800 00

USE #3,660,000

Azalea Glendale Section
Pacific Hwy - I-5
Construction & Maintenance Estimated Costs:

Alternate No. 2

one way miles = 5.9 miles (31,250 ft.)

Year	Action	Quantity	$/unit	Cost $ (10^6)
0	initial rehabilitation	project	—	3.66
1	Repair P.C.C.	100 yd^2	$125/yd^2	.013
2	"	"		.013
3	"	"		.013
↓				
10	contract rehabilitation			.044
↓				
20	"	"		.063
↓				
24	Repair P.C.C.	25 yd^2	200/yd^2	.005
28	"	50 yd^2	170/yd^2	.009
27	"	100 yd^2	125/yd^2	.013
30	End of Pavement Life (salvage value)			(-.738)
				3.10M

TOTAL STATE FORCE MAINTENANCE
(not including joint cleaning + sealing)

= 66,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

ection Azalea - Glendale
ighway _____ County Douglas Prefix _____
ength 3.240' Miles .7 Designer _____ Date 7/9/89
igned _____ Title _____

Grading & Drainage 10 YR. Rehab. $ —

Surfacing $ 36,800

Extra Work

_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL EXTRA WORK $ —

TOTAL . . . . . $ 36 800

+ 20 % Engineering and Contingencies $ 7360

Structures

_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 44160

.044 M

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMAT

Sheet ___ of ___ Sheets

ection Azalea - Glendale
ighway _____ County Douglas Prefix _____
ength _____ Miles 5.9 Designer _____ Date 7/9/84
igned _____ Title Surface

Grading & Drainage 20 UR. Rehabilitation $ —

Surfacing $ 52,400

Extra Work

_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL EXTRA WORK $ —

TOTAL . . . . . $ 52,400

+ 20 % Engineering and Contingencies $ 10,480

Structures

_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 62,880

USC .063 M

SUMMARY—BID SCHEDULE—COST ESTIMATE Date 6/24

[illegible] County Douglas

Work [illegible] Length 5.9 miles (31,150 ft.) Name Tex Liberator

Item	Code	Unit	Quantity	Unit Cost	Total
[illegible]		All	All	10%	270,350 00
[illegible]		All	[illegible]	2%	54,100 00
		[illegible]			3600 00
[illegible]		Hour	2000	16 00	32,000 00
P.C.C Removal failed sections		S.Y.	5000	3 00	15,000 00
Stabilization		S.Y.	78,400	2 50	196,000 00
Surface Preparation		S.Y	83,400	3 50	291,900 00
[illegible] for [illegible]		C.Y.	2350	8 00	18,800 00
Replace failed P.C.C sections		S.Y.	5000	18 00	90,000 00
Subdrainage					
Drainage trench excavation		C.Y.	1200	8.00	96.00 00
filter fabric		S.Y.	17,400	1 00	17,400 00
[illegible] drain material		C.Y.	1200	15 00	18,000 00
4" [illegible]		Lin. ft	31,250	3 50	109,375 00
[illegible] [illegible] Blocks		Each	110	30 00	3300 00
P.C.C. Banded Overlay		S.Y.	83,400	12 00	1,000,800 00
8" P.C.C. widening section		S.Y.	10,450	16 00	167,200 00
Re establish joints		Lin ft	31,600	2 00	63,200 00
Aggregate shoulder mat'l		TON	4200	6 00	25,200 00
A/C Class "C" mix		TON	10,750	15 00	161,250 00
[illegible] (1½")		TON	650	165 00	107,250 00
[illegible] (1")		TON	110	200 00	22,000 00

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date 6/20/84

Azalea - Glen Ile

County Douglas County

Work tie in P.C.C. O'lay Length 5 miles Name Teri Fabiato

Item	Code	Unit	Quantity	Unit Cost	Total
Detour Section (Cost Breakdown)					
A.C. Removal		S.Y.	8,100	1.50	13,350.
Embankment in Place		C.Y.	2000	4.00	8,000
General Excavation		C.Y.	3800	5.00	19,000
Aggregate Base		TON	3450	6.00	20,700
Class "C" A/C mix		TON	1500	15.00	22,500
Asphalt 6%		TON	90	165.00	14,850
Lime 1%		TON	15	200.00	3000
Temp. Barrier		Lin. ft	15,625	12.00	187,500
Remove Temp. Barrier		Lin ft	15,625	4.00	62,500
			SUBTOTAL		351,400.00
TOTAL COST					3,027,725
				⇒	3,027,800

OREGON STATE HIGHWAY DIVISION

Sheet ____ of ____

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 7/9/84

SECTION Izalea - Glendale

County Douglas

KIND OF WORK Const. R.I.P. ACC. O'lay 10 yr, 20 yr LENGTH 31,250'

Name J.M.F.

ITEM	Code	Unit	Quant.	Unit Cost	Total
10 yr. rehabilitation					
Mobilization		all	all	15%	4450
T.P. & D.		all	all	10%	2950
clean & seal outside shoulder jt		l.n.ft	31,250	.40	12,500
" " transverse joints			42,200	.40	16,900
					$ 36,800
20 yr. rehabilitation					
Mobilization		all	all	15%	6300
T.P. & D.		all	all	10%	4200
clean & seal outside shoulder jt.		l.n.ft	31,250	.10	12,500
clean & seal outside shoulder jt		l.n.ft	31,250	.40	12,500
clean & seal transverse joints		l.n.ft	42,200	.40	16,900
					$ 52,400

Salvage Values Alt. 2

Design Parameters

$$f_t = 450 psi\ ,\ E = 4 \times 10^6 psi\ ,\ K = 75$$

$$18\ kip\ EAL = \left(3532 \frac{EAL}{day}\right)(1.4)(.8) = 3956 \frac{EAL}{day}(365 days)(20 yr)$$

$$= 43 \times 10^6 EALs \text{ for design period}$$

FROM AASHTO DESIGN EQUATION:

1" OVERLAY WITH NO PCC BASE
TO ABOVE TRAFFIC LOADING $T = 13"$ ←

OVERLAY THICKNESS W/P.C.C. BASE:

PCA THICKNESS DESIGN FORMULA FOR DIRECT OVERLAY FROM "Guide to Concrete Pavement Design and Selection Criteria":

$$T_R = (T^{1.4} - CT_0^{1.4})^{\frac{1}{1.4}}$$

T = thickness of required single slab
T_R = thickness of resurfacing
T_0 = thickness of existing slab
C = [illegible] coefficient

C = 1.0 when existing P.C.C. is in good condition
C = .75 when existing P.C.C. has transverse cracks appear-
(all cracks tight)
C = .35 when P.C.C. is badly cracked (spalling)

Alt. 2 5" P.C.C Overlay

existing slab thickness contribution

$T_0 = 5"_{overlay} + \frac{1}{2}(8"_{existing}) = \underline{9"}$

$C = .60$ (Semi-deteriorated)

$T_R = [13"^{1.4} - .60(9")^{1.4}]^{\frac{1}{1.4}} = 9.5"$ say 10"

Approximate costs of future work.

13" C.R.P.C.C	= $24.50	/yd²
10" "	= $20.00	/yd²
Stabilization	= $0.50	/yd²

Existing existing pavement width would be paved with C.R.P.C.C. in future - Shoulders would not require stabilization.

Salvage value = savings resulting from the reduction in thickness of a future C.R.P.C.C. section which uses the existing P.C.C as a base in comparison to the thickness required with no P.C.C. base.

Traveling Lanes

$$\left(21' \times \frac{21{,}780}{9}\right)(24.50 - 20.00 - .50) = 375{,}000^{00}$$

Shoulders

$$\left(4.7' \times \frac{3{,}630}{9}\right)(24.50 - 20.00) = 171{,}875^{00}$$

Salvage value = $.68 Million

$546,875^{00}$

Modifications: T.I.P., Engr. + Contingencies ⇒ 35%

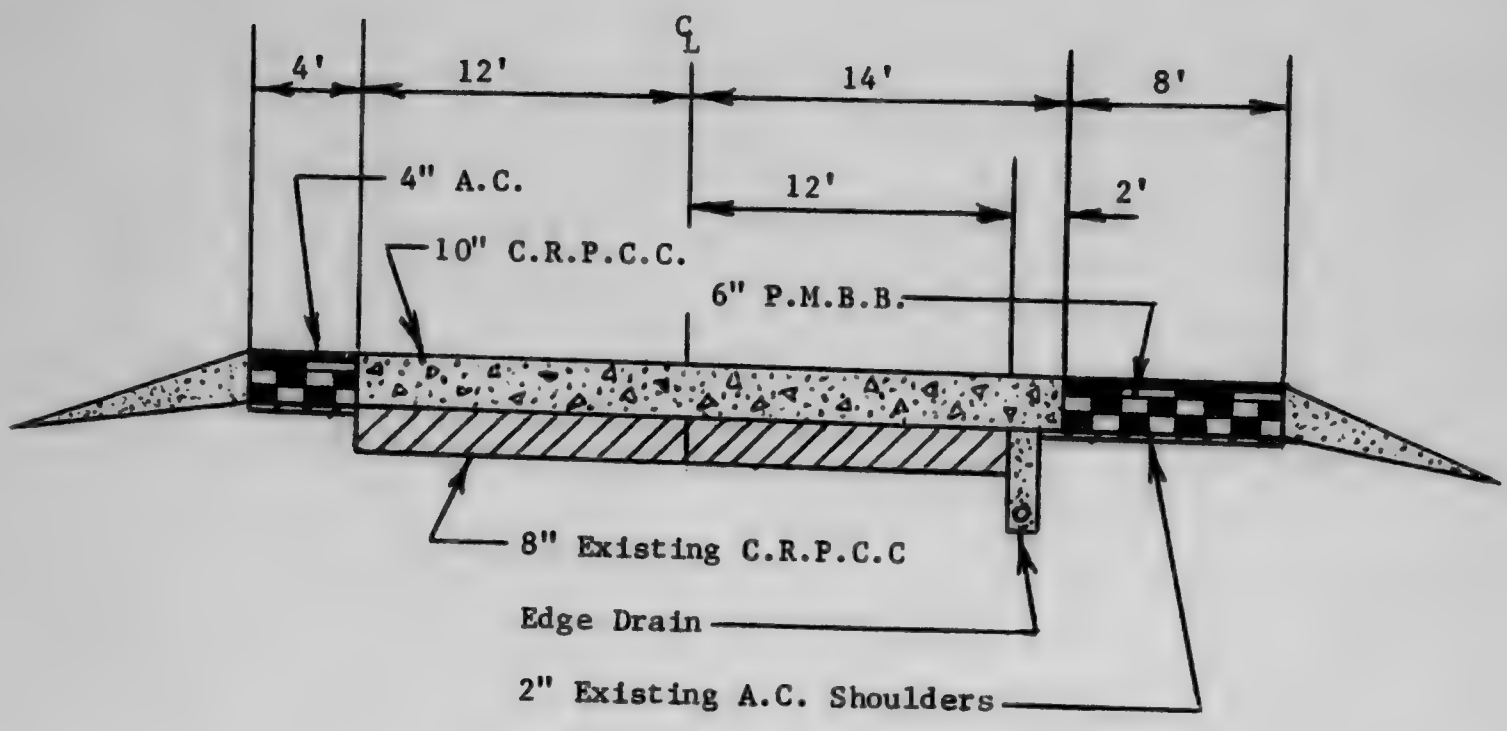
Salvage value = 1.35 ($546,875) = 738,281

→ use .74M.

AZALEA - GLENDALE SECTION

ALTERNATE No. 3

CONTINUOUS REINFORCED PORTLAND CEMENT CONCRETE (C.R.P.C.C.)



MAINLINE SECTION

Travel Lanes

1. Preparation:
   a) Stabilize and subseal failed sections of the existing pavement.
   b) Install subdrainage.

2) Placement
   Place 10" of C.R.P.C.C. on prepared surface - 26' wide.

Shoulders

Place 4" of Asphaltic Concrete and 6" of Plant Mix Bituminous Base.

This alternate is estimated to require cleaning and sealing of joints approximately every ten years.

Azalea - Glendale Section (C.R.P.C.C.)
J.R. Montalvo 84

Pacific Hwy - I-5

CONSTRUCTION AND MAINTENANCE Estimated Costs

ALTERNATE NO. 3

One way Miles = 5.9 Miles

Year	Action	Units	$/unit	Cost $ (10^6)
0	Initial Rehabilitation			4.5
10	Contract Rehabilitation (clean & seal outside shoulder Joint).			0.019
20	Contract Rehabilitation (clean & seal in & outside shoulder Joint).			0.038
27	Repair C.R.P.C.C.	25 yd^2	200/yd^2	0.005
28	" "	50 yd^2	170/yd^2	0.009
29	" "	100 yd^2	125/yd^2	0.013
30	End of Analysis Period			

Salvage Value → $4.584
−1.5 M
∴ Total State Force Maintenance ($27,000) $3.084 M

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Azalea - Glendale (C.R.P.C.C.)
Highway Pacific (I-5)
Length 5.9 Miles
County ___
Designer C. F. Hoffard
Prefix ___
Date 6/20/84
Signed M. Montalvo
Title ___

Grading & Drainage	$ ___
Surfacing	$ 3,711,125.00
Extra Work	

Striping	$ 4,300
Pavement Markers	$ 5900
	$
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 10,200
TOTAL	$ 3,711,125.00
• 20 % Engineering and Contingencies	$ 742,225.00
Structures	

	$
	$
	$
	$

TOTAL STRUCTURES	$ —
Right of Way	$ —
TOTAL ESTIMATED COST	$ 4,463,550.00

use # 4.5 Millions

OREGON STATE HIGHWAY DIVISION
JANTITY SUMMARY & COST ESTIMAT

Sheet ___ of ___ Sheets

ection Azalea - Glendale section (C.R.P.C.C.)
ighway _____ County _____ Prefix _____
ength _____ Miles _____ Designer _____ Date _____
gned _____ Title _____

~~Grading & Drainage~~ 10 yrs. Maintenance. $ 15,625.00
Clean & seal outside shoulder Joint
Surfacing $ _____

Extra Work

_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL EXTRA WORK $ —

TOTAL . . . . . $ 15,625.00

+20 % Engineering and Contingencies $ 3,125.00

Structures

_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 18750.00

use → $0.019 M

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Azalea - Glendale section (C.R.P.C.C.)
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer _____ Date _____
Signed _____ Title _____

~~Grading & Drainage~~ 20 yrs. maintenance. $ ___
Clean & seal inside & outside shoulder joint $ 31250.00
Surfacing

Extra Work

_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL EXTRA WORK $ —

TOTAL . . . . . $ 31250.00

• 20 % Engineering and Contingencies $ 6250.00

Structures

_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 37500.00

USE ⇒ 0.038 M.

SUMMARY—BID SCHEDULE—COST ESTIMATE Date 6/20/94

Azalea - Glendale County Douglas.

Work C. R. P.C.C. overlay. Length 5.9 Miles Name J. R. MONTALVO

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization		ALL	ALL	10%	331,400.00
T. P. & D.		ALL	ALL	2%	66,300.00
Temp. Signing		Sq. ft	600	6.$\frac{00}{xx}$	3,600.00
FLAGGING		HOUR	2000	16.00	32,000.00
C.R.P.C.C. Overlay (10")		S.Y.	90,300	20.00	1,806,000.00
Aggregate Shoulder Mat'l		TON	9400	6.00	56,400.00
CLASS "C" A.C. Mix		TON	9400	15.00	141,000.00
P.M. B.B. (Shoulders)		TON	14100	12.00	169,200.00
Fabric & Stabilization		S.Y.	78,400	2.50	196,000.00
Trench Excavation		C.Y.	1,200	8.00	9600.00
Filter Fabric		S.Y.	17,400	1.00	17,400.00
Special Drain Mat'l		C.Y.	1,200	15.00	18,000.00
Outlet Protection Blocks		Each	110	30.00	3300.00
4" Drain Pipe		LIN. FT.	31,250	3.50	109,375.00
Asphalt Cement		TON	1400	165.00	231,000.00
Lime Additive		TON	100	200.00	20,000.00
Bidding Adjustment		ALL	ALL	—	$152,000
Detour Section		ALL	ALL	—	348,550
				Total	$3,711,125.00

SUMMARY—BID SCHEDULE—COST ESTIMATE Date _____

Azalea - Glendale Section (C.R.P.C.C. County _____

Work: Future Rehabilitation Length _____ Name _____

10, 20 yrs

Item	Code	Unit	Quantity	Unit Cost	Total
10 yrs					
Mobilization 15%		—	—	—	$1,875.00
T. P. & D. 10%		—		—	1,250.00
		—	—	—	
Clean & seal outside					
shoulder Joint		LN ft	31,250	0.40/LN ft	$12,500
			Total	$	15,625.00
20 yrs					
Mobilization 15%					$ 3.750.00
T. P. & D. 10%					$ 2,500.00
Clean & seal inside					
and outside shoulder joint		LN ft	62,500	$0.40/LN ft	$25,000
				$	31,250.00

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ____ of ____

Date 2-8-64

ation AZALEA-GLENDALE County Douglas

nd Of Work Roaded Oiled Length 5.9 mi. Name J. Hedrick

ITEM	Code	Unit	Quant.	Unit Cost	Total
DETOUR					
A.C. REMOVAL		S.Y.	8700	1.50	13,25
EMB. IN PLACE		C.Y.	2000	4.00	8,00
GEN. EXC.		C.Y.	3800	5.00	19,00
AGGR. BASE		TON	3450	6.00	20,70
CLASS "C" A.C. mix w/ Liquid		TON	1500	25.00	37,50
TEMP. BARRIER		LIN. FT.	15625	12.00	187,50
MOVE TEMP. BARRIER		LIN. FT.	15625	4.00	62,500
				TOTAL =>	346,550

AZALea - Glendale section (C.R.P.C.C.) Alternate 3

J.R. MONTALVO

- Salvage value. -

Alternate 3

Overlay thickness w/ C.R.P.C.C base (PCA FORMULA)

$$T_R = \left[T^{1.4} - C\,T_0^{1.4} \right]^{1/1.4} \Rightarrow \left[13^{1.4} - 0.60\,(14)^{1.4} \right]^{1/1.4} =$$

$$= 5.95 \Rightarrow \underline{6''}$$

$T = 13''$ (From AASHTO Design Equation).

$T_0 = 10'' + \frac{1}{2}(8'') = 14''$

$C = 0.60$

Salvage value = contract cost of (13-6) = 7" of extra C.R.P.C.C. less stabilization cost.

Estimated Costs

13" CRPCC = 24.50 $/yd^2$

6" " = $16.00 /$yd^2$

Stabilization = 0.50 $/$yd^2$

TRAVEL LANES $= (12+14)(31250)/9(24.50 - 16 - .50) =$

$= 90\,300\,(24.50 - 16 - .50) =$ ~~$~~ $722,400$

Shoulders $= (4'+8')(31250)/9(24.50 - 16) =$

$= 41,700\,(24.5 - 16) =$ ~~$~~ $354,450.00$

Mobilization, T.P & D., Engr. & Contg. = 35%

Total Salvage = $1.35(1,076,850) =$ ~~$~~ $1,453,748$

use 1.5 M.

9947

1-5 N

STATE OF OREGON

INTEROFFICE MEMO

TO: Ron Busey
Project Manager

DATE: April 13, 1984

FROM: John Scofield
Surfacing Design Engineer

SUBJECT: Rehabilitation Project - Azalea - Glendale.

We cannot provide a final surfacing design for this project. The workload on projects programmed for earlier contract precludes pursuing a final design decision immediately. This project is currently scheduled for the second quarter of Fiscal Year 1985.

I am sending you a copy of a rough draft of our proposal. This preliminary draft covers only two alternatives. There is both an A.C. Overlay and a thin bonded P.C.C. Overlay. Both of these alternates result in a grade approximately 5 inches above the existing.

I suggest that the field data for the location be completed and submitted. Adequate cross-sections and topog for this type of project should be sent in. Quantities and cost estimates at this time are not very important. If you absolutely have to prepare an estimate, use our Alternate No. 2.

I hope that this proposal can be finished and submitted for a final approval in the next 2 or 3 months. But getting a final decision and FHWA approval for this project is going to take some time.

Submittal of adequate field information for the design should be all that you need to do.

JTS:js
cc: J. H. Versteeg
Frank Terpin
Jim Gix

1 Versteeg ✓
Anderson
2 Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ____/____/____
Action

01-128-1387

9111 CON 21-2

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-2(99)82 I-5 D.

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-20-83

4. PROGRAM NO.

5. ITEM NO. 40040

2A. COUNTY NAME Douglas

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-20-83	Interstate 5	Primary 1

10. GENERAL LOCATION:

AZALEA - GLENDALE (SOUTHBOUND LANE) SECTION

11. GENERAL DESCRIPTION OF WORK

Prelimianry Engineering G-PAU - Dr.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $34,600; FF #31,908
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated October 14, 1983.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

wf 10/26

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-20-83	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9947

1-5

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Azalea-Glendale (S.B.)

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 610-1927

DATE: 9-23-53

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT	---		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	--		918 LOCATION		500	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		1,000	926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	---		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			
						TOTALS	$30,000	$ 34,600
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER: IR-5-2(99)82

LOCATION ENGINEER'S REMARKS

This authority is for the state to prepare plans and specifications for the replacement of various concrete slabs and drainage work on this section of I-5 by contract construction.

1 Veratsos
2 Anderson
3 Adams
4 Macnab
5 Stoudenmeyer
6 Terpin
7 Trout
8 Wakerlig

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

5 Molly

PREPARED BY: [signature] DATE: 9-23-83

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: [signature] DATE: 10/12/83

RECOMMENDED, REGION ENGINEER: [signature] DATE: 9-23-83

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: [signature] DATE: 10-11-83

RECOMMENDED, LOCATION ENGINEER: [signature] DATE: 9/11/83

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 10-20-83

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1952

SECTION: Azalea-Glendale (S.B.)

REGION: 3 — 8-1-83

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1	Pacific	FROM 87.35 TO 81.42	5.93

☐ URBAN ☒ RURAL

CITY:

COUNTY: Douglas

ROAD/STREET NAME:

ROUTE #: I-5

FEDERAL AID #: I-5

APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ ~~35~~ 60	
RIGHT OF WAY	$	
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 40	
	$	
30% ~~40%~~ ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION	$ 1,400	
TOTAL ESTIMATE	$ 1435 ~~1,405~~	

PROJECT DATA

GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	4

RIGHT OF WAY

FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING — RECOMMENDED LETTING DATE (QUARTER/YEAR): / 85 — RECOMMENDED FUNDING SOURCE: 4R — RECOMMENDED PROGRAM YEAR: 82-87 Six Yr. Prog.

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	12,000	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Approximately 5000 sq. yds. of existing reinforced concrete pavement is in need of replacement. The entire outside lane needs stabilization and edge drains.

PROPOSED SOLUTION

Remove and replace severely distressed C.R.P.C.C. and stabilize remaining outside lane. Install edge drain and slab support entire length of project. Pave new shoulder and restripe.

REQUESTED, REGION ENGINEER — DATE 8-1-83

X

APPROVED, ASST. HWY. ENG. FOR OPERATIONS — DATE

X

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION — DATE — TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING

X

(3) 734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — P. JECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Azalea-Glendale (S.B.)

REGION 3 8-1-83

PROJECT JUSTIFICATION

Completed in 1966 this section of C.R.P.C.C. is showing signs of distress. By replacing and stabilizing the outside lanes now, the life of the section can be extended by 10 years.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01952

SECTION: Azalea-Glendale (S.B.) 4 R

REGION: 3 9-22-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	0	OLD (#) 0	NEW (#) 0
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES: Unknown

RIGHT-OF-WAY LIAISON	n	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	DESIGN STANDARDS
						70 MPH	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					10		12	12	12	12	12		10				
					7+3		12	12	12	12	12		3+7				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
C.R.P.C.C.	10"		Class "B" AC	3"	
P.C.C.	10"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS

PART 3 — PROJECT E RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Azalea-Glendale (S.B.)

REGION
3

9-22-83

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) See back

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

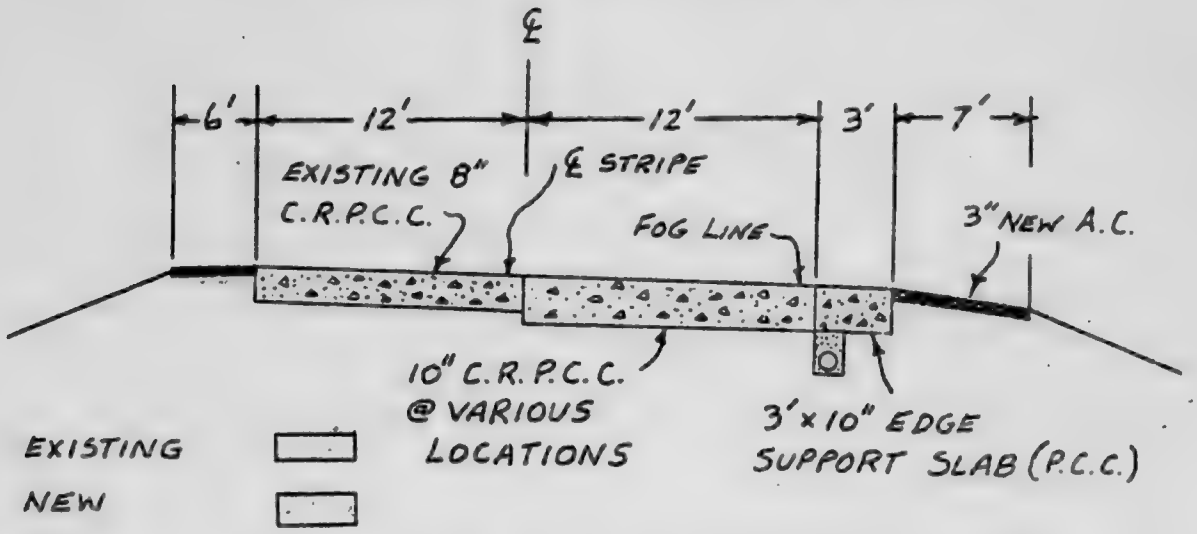
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X [signature] 9-23-83	9-23-83	

734-1913 (7-82)

Azalea - Glendale (Southbound)
M.P. 81.42 to M.P. 87.35

Description: Rehabilitate southbound Continuously Reinforced PCC Pavement. The length of the section is 5.9 miles and it was completed in December of 1966. The current two-way ADT is 12,000. This pavement distress is related to night joints and drainage problems. This project should extend the life of this pavement for approximately ten years.



Strategy:

1) Remove and replace approximately 5,000 square yards of distressed CRPCC Pavement.

2) Stabilize entire length of outside lane (grout).

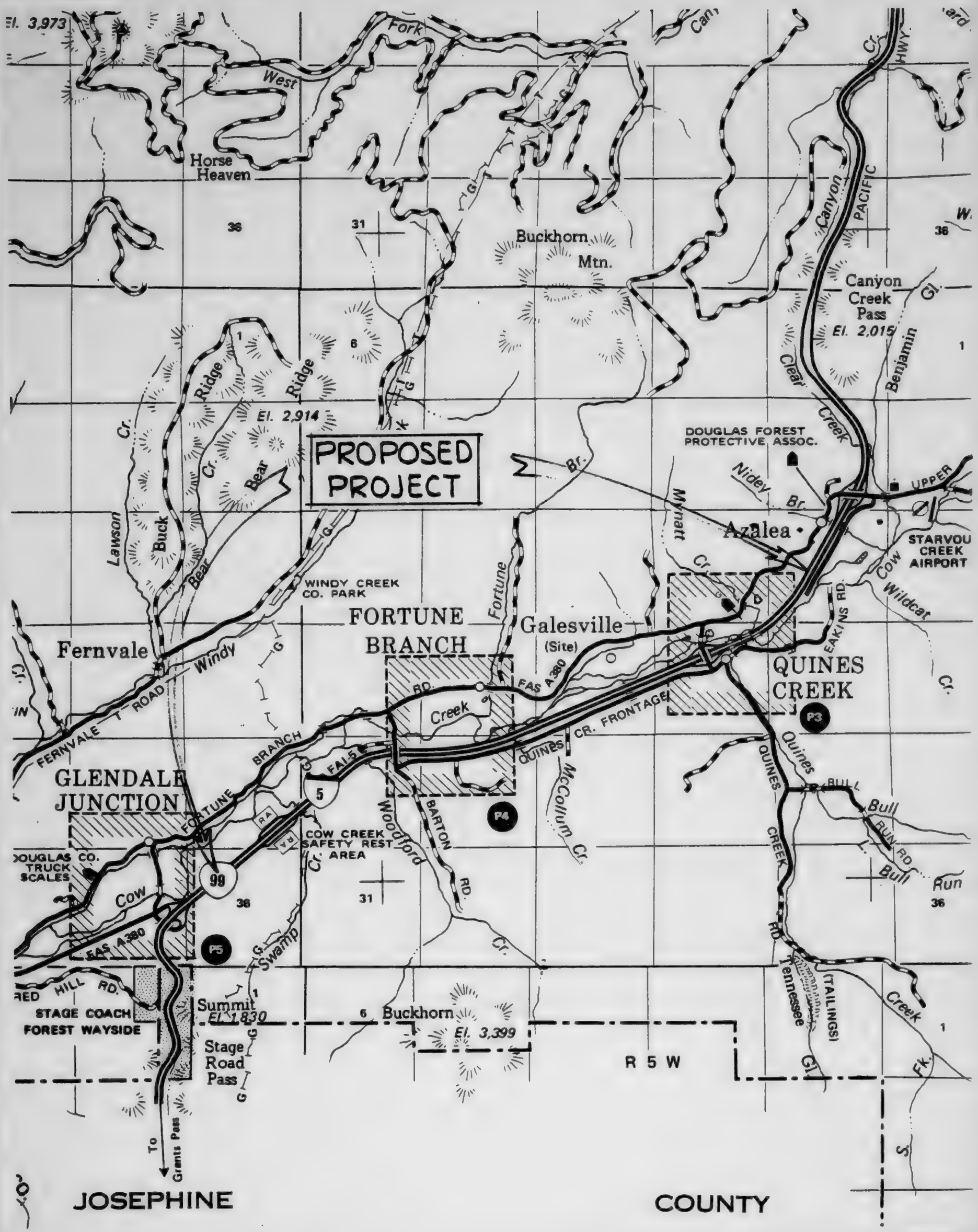
3) Install edge drains the entire length.

4) Pour edge support slab for entire length of the project. The edge of the existing PCC pavement is to be drilled and tie bars installed on 30" centers. Edge support slab is 3' wide X 10" deep.

5) Remove the rest of existing asphaltic concrete shoulder and repave the remaining 7' with 3" AC.

6) Sandblast (remove) the existing centerline stripe and restripe on the left side of the center line joint. The outside fog line is to be placed adjacent to the edge joint (shown on section above).

ESTIMATED COST $ 1,400,000


El. 3,973
Fork
West
Horse Heaven
36
31
Buckhorn Mtn.
Canyon Creek Pass
El. 2,015
Canyon
PACIFIC HWY.
Clear Creek
Benjamin
1
6
Ridge
Ridge
El. 2,914
PROPOSED PROJECT
Cr.
Bear
Lawson
Buck
DOUGLAS FOREST PROTECTIVE ASSOC.
Nidey Br.
Myrtle Cr.
Azalea
UPPER
STARVOU CREEK AIRPORT
Cow
Wildcat
EAKINS RD.
WINDY CREEK CO. PARK
FORTUNE BRANCH
Fortune
Galesville (Site)
Fernvale
Windy
FERNVALE T ROAD
FAS A380
RD.
Creek
CR. FRONTAGE
QUINES CREEK
P3
Quines
BULL RUN RD.
Bull Run
GLENDALE JUNCTION
FORTUNE BRANCH
FAI 5
5
P4
Woodford
BARTON RD.
McCollum Cr.
COW CREEK SAFETY REST AREA
DOUGLAS CO. TRUCK SCALES
99
38
31
36
Cow
FAS A380
P5
Swamp
Cr.
RED HILL RD.
STAGE COACH FOREST WAYSIDE
Summit El. 1830
Stage Road Pass
6
Buckhorn El. 3,399
R 5 W
Tennessee
(TAILINGS)
Creek
Fk.
To Grants Pass
JOSEPHINE
COUNTY

1985 Dry Gulch Br. & Johnny Cr. 9948
Br. Sec's, John Day Hwy. N. Dayville
(gr, pav, and str.)

9948

August 5, 1986

CON 5 - #9948

Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9948 awarded to R. L. Coats for work on the Dry Gulch Bridge (M.P. 116.25) and Johnny Creek Bridge Sections of the John Day Highway in Grant County was completed on July 1, 1986, and accepted by the State Highway Division on July 25, 1986.

Final payment in the amount of $500.00 will be released to the contractor after August 11, 1986. The total contract amount is $300,383.58 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9948

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9948

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9948, On Site Work Substantially Completed July 9, 1985

All Work Completed July 1, 1986

Project Dry Gulch Bridge & Johnny Creek Bridge

Highway John Day

County Grant

Type of Work Grading, Paving and Structure

Contractor R. L. Coats

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

- 9948

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.

DATE: March 31, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

CON 5
9948

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-6(15)

Contract 9948, Work Completed July 9, 1985

Project Dry Gulch Bridge and Johnny Creek Bridge

Highway John Day

County Grant

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 13, 1986

for Dale E. Wilken
Division Administrator

BMW:kjm

cc: E. S. Hunter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
HWY ENGR
APR 8 '86
REFER TO
FOR
Info | Inv-s | R/D | D/K | [illegible] | [illegible] | [illegible]

734-2023 (2-85)

9948

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-87	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Grant
MODIFICATION NUMBER 1	10-15-85	Project Number: BRF-6(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 329,430.00	$ 339,158.00
Federal funds	$ 263,544.00	$ 271,326.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. BRF-6(15)

Dry Gulch (M.P. 116.25) and Johnny Creek Bridges
John Day Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
Bridge (Sta. 3495A)(Sta. 7+50 to Sta. 12+50)(Str. 16720)(Sta. 27+00 to Sta. 32+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$ 3.00	7,039	$21,117.00	8,500	$25,500.00	
1"-0 Aggregate Base	15.00	2,628	39,420.00	2,984.33	44,764.95	
			$60,537.00		$70,264.95	
					Increase	$ 9,727.95
			Subtotal from Estimate of February 28, 1985			287,247.00
					Subtotal	$296,974.95
					Engineering	38,778.05
					Total	$335,753.00

Length of Structure (2) ---------- 0.009 mi.

Retain in Reserve

Temporary Fence	All Required		$ 1,000.00
Columbia Power Cooperative	All Required		2,000.00
		Subtotal	3,000.00
		Engineering	405.00
		Total	$ 3,405.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$335,753.00	$268,602.00	$67,151.00
Reserve	3,405.00	2,724.00	681.00
TOTAL	$339,158.00	$271,326.00	$67,832.00

Group 1
Contract No. 9948
Prefix: 12-1926 & 12-1927 P.E.
C9948
Appn Code: 118

Nonparticipating Work

Single Mailbox Supports	Each	1	300.00	$ 300.00

RLC:me

9941

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE: OREGON
2-194		COUNTY: GRANT
		PROJECT NO.: BRF-6(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Dry Gulch Bridge & Johnny Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-27-84	0.473
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 329,430.00	$ 263,544.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 2/28/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon February 22, 1985

Federal Aid Project No. BRF-6(15)

Dry Gulch (MP 116.25) and Johnny Cr. Bridges
John Day Highway
Grant County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Bridges (Sta. #3495A)(Sta. 7+50 to Sta. 12+50)(Str. 16720)
(Sta. 27+00 to Sta. 32+50)

Mobilization	Lump Sum	All	Lump Sum	$	20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		2,000.00
Temporary Signs	Sq. Ft.	536	6.00		3,216.00
Temporary Barricades	Each	10	100.00		1,000.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	150	10.00		1,500.00
Temporary Plastic Safety Markers	Each	48	30.00		1,440.00
Temporary Delineators	Each	38	20.00		760.00
Flaggers	Hour	250	10.00		2,500.00
Toe Trench Excavation	Cu. Yd.	30	10.00		300.00
General Excavation	Cu. Yd.	7,039	3.00		21,117.00
Stone Embankment	Cu. Yd.	253	8.00		2,024.00
Watering	M-Gal.	62	10.00		620.00
1"-0 Aggregate Base	Ton	2,628	15.00		39,420.00
Class "B" Asphalt Concrete	Ton	866	60.00		51,960.00
12-inch Culvert Pipe	Lin. Ft.	32	10.00		320.00
Guard Rail, Type 2A	Lin. Ft.	288	10.00		2,880.00
Guard Rail, Type 3	Lin. Ft.	200	20.00		4,000.00
Guard Rail Anchors, Type 1	Each	7	300.00		2,100.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00		300.00
Rail End Pieces, Type B	Each	1	80.00		80.00
Rail End Pieces, Type C	Each	7	80.00		560.00
Type 1 Fence	Lin. Ft.	1,050	3.00		3,150.00
Extra for Asphalt Approaches	Each	8	200.00		1,600.00
Loose Riprap, Class 100	Cu. Yd.	15	20.00		300.00
Grouted Riprap	Cu. Yd.	137	40.00		5,480.00
				$	168,627.00

Dry Gulch Bridge No. 3495A

Bridge Removal Work	Lump Sum	All	Lump Sum	$	4,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		4,000.00
Structure Excavation	Cu. Yd.	250	10.00		2,500.00

Structure Excavation Below Elevations Shown	Cu. Yd.	25	20.00	500.00
Special Wall Backfill	Cu. Yd.	116	10.00	1,160.00
Structural Concrete, Class 3300 (76 C.Y.)	Lump Sum	All	Lump Sum	23,000.00
Reinforcement (8,400#)	Lump Sum	All	Lump Sum	4,200.00
4'x20'/25' Prestressed Slabs	Each	8	1,600.00	12,800.00
Metal Rail with Tubing	Lin. Ft.	38	40.00	1,520.00
Membrane Waterproofing	Sq. Yd.	82	10.00	820.00
				$ 54,500.00

Johnny Cr. Bridge No. 16720

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 4,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	6,000.00
Structure Excavtion	Cu. Yd.	270	10.00	2,700.00
Structure Excavation Below Elevations Shown	Cu. Yd.	27	10.00	270.00
Special Wall Backfill	Cu. Yd.	176	10.00	1,760.00
Structural Concrete, Class 3300 (107 C.Y.)	Lump Sum	All	Lump Sum	22,000.00
Reinforcement (11,600 #)	Lump Sum	All	Lump Sum	5,800.00
4'x25'/30' Prestressed Slabs	Each	8	1,800.00	14,400.00
Metal Rail with Tubing	Lin. Ft.	50	40.00	2,000.00
Membrane Waterproofing	Sq. Yd.	99	10.00	990.00
				$ 59,920.00
				$ 283,047.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 3,000.00
Seeding, Mulching & Fertilizing	All Required		1,200.00
			$ 4,200.00
		Subtotal	$ 287,247.00
		Engineering	38,778.00
		Total	$ 326,025.00

Length of Structure (2) ---------- 0.009 mi.

Retain in Reserve

Temporary Fence	All Required		$ 1,000.00
Columbia Power Cooperative	All Required		2,000.00
		Subtotal	$ 3,000.00
		Engineering	405.00
		Total	$ 3,405.00

Summary of Funds (80%)

Description	Total Cost	Federal Funds	State Funds
Structures	$ 326,025.00	$ 260,820.00	$ 65,205.00
Reserve	3,405.00	2,724.00	681.00
Total	$ 329,430.00	$ 263,544.00	$ 65,886.00

Group 1
Contract No. 9948
Prefix: 12-1926 & 12-1927 P.E.
12-1062
Appn Code 118

Nonparticipating Work

Single Mailbox Supports	Each	1	300.00	$ 300.00

WH:pf

9 - 2 jc cc: OSHD (Ruliffson)

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

XX INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Wheeler	Oregon

IN COMPANY WITH

T. Penner, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-8-85	D. B. Carter, Area Engineer	BRF-6(14)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	85 %	60 %

DRY GULCH BRIDGE (M.P. 99.91) SECTION
JOHN DAY HIGHWAY
Grading, Paving & Structure

This project provides for the replacement of an existing structure with a new cast in place structure and the associated approach grading and paving.

The contractor has poured both abutment walls and has approximately 90% of the deck reinforcement steel in place. The traffic detour is in operation.

The contractor was tieing deck steel at the time of this inspection. It is planned to pour the deck this week.

This contract was awarded to R. L. Coats of Bend, Oregon on May 16, 1985 in the amount of $145,144. The contract time is 150 calendar workdays. Contract time began on June 1, 1985 with work beginning on the project on June 24, 1985.

The progress of the work has been listed as unsatisfactory as the percent complete lags the time elapsed by a significant amount.

- DBC -

NOTED
W. E. SCHWARTZ
10/1

RECEIVED
STATE HWY ENGR
OCT 30 '85
FILE TO
Fredrickson
Sign | Act | File

Form FHWA-1446A
(Rev. 2-84)

9941

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: No. 20 — Dry Gulch (MP 116.25) & Johnny Cr. Bridges

WEEK ENDING: July 13, 1985

SECTION PREFIX: 12-1062

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB: Dry Gulch & Johnny Cr. Brs.

KIND OF WORK: Grading, Paving and Structures

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 9948

FEDERAL AID PROJECT NUMBER: BRF-6(15)

DATE OF CONTRACT: January 2, 1985

DATE WORK STARTED: February 25, 1985

ESTIMATED COMPLETION DATE: May 25, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 3 SUPERVISION: 0

SPECIFIED WORK DAYS: A: ALL

SPECIFIED CALENDAR DAYS: 90CD

WORK DAYS USED: A: ALL

CALENDAR DAYS USED: 136

SPECIFIED COMPLETION DATE: July 3, 1985

PERCENT OF TIME ELAPSED: 151

PROJECT AUTHORIZATION: $ 329,771

EXCLUSIVE OF ENGINEERING: $ 303,622

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 303,622

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.0 %

ENGINEERING AUTHORIZATION: $ 26,149

This Week: 47

ENGINEERING COST TO DATE: $ 24,725

PERCENT OF AUTHORIZATION: 95 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		95	95	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0			0.0
MILES PARTIALLY COMPLETED	0.0	0.0			0.0
MILES COMPLETED	0.0	0.0			0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,039cy	2,628tn			866tn
TOTAL QUANTITIES CORRECTED TO DATE	8,500cy	2,628tn			866tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,500cy	2,200tn			0tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Backhoe, bellydumps, blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3495A	16720						
PERCENT	90	90						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7		130		
MONDAY 8	Fair	131		
TUESDAY 9	Fair	132		
WEDNESDAY 10	Fair	133		
THURSDAY 11	Fair	134		
FRIDAY 12	Fair	135		
SATURDAY 13		136		

CS E CAE ... RECEIVED LS ... TC ...
COE ... OM ... SA ... CC ...
OE ... JUL 15 1985 FE ... CP ...
CA ... PQC ...
CAM ... CONSTRUCTION OCS ...
EEO ... SECTION FILE ...

CONTR. NO: 9948 DATE: July 13, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7 SUNDAY	No activity.
8 MONDAY	Placed mailbox support, removed temporary Type 1 fence, and bladed waste areas.
9 TUESDAY	No activity.
10 WEDNESDAY	No activity.
11 THURSDAY	No activity.
12 FRIDAY	No activity.
13 SATURDAY	No activity.

REMARKS

STATUS: Placed mailbox support, removed temp. type 1 fence, and bladed waste areas.

NEXT WEEK:

SIGNED _____ LOCATION Pendleton

T. A. Penner, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9748

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 29, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

M
E. S.

SUBJECT: Aerial Power Line Relocation
Columbia Power Cooperative Association
Dry Gulch Bridge (M.P. 99.91) Section
John Day Highway
Wheeler County
Project No. BRF-6(14)

Here is a copy of an estimate of cost to adjust Columbia Power Cooperative Association's aerial power line facilities dated December 18, 1984, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to the Association's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Association was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

RECEIVED
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MAY 1 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

There will be no betterment derived from the proposed adjustment of the Association's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 26, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,375.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

99.48

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

April 26, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Columbia Power Cooperative Association
Dry Gulch Bridge (M.P. 99.91) Section
John Day Highway
Wheeler County
Project No. BRF-6(14)

E. S.

Confirmation of your verbal authorization for Columbia Power Cooperative Association to proceed with the relocation of their aerial power line facilities in conflict with this project as of April 26, 1985 is requested. An estimate of cost has been received from the Association in the amount of $1,375. The estimate will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 26, 1985 is approved

David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
R. D. Hector
Tom Penner
Tom Carman

RECEIVED
STATE HWY ENGR
MAY 1 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

February 27, 1985

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5

#9948

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9948 for work on the Dry Gulch Bridge (M.P. 116.25) and Johnny Creek Bridge Sections of the John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Tom Penner

R. L. COATS, General Contractor
63285 SKYLINE RANCH ROAD • BEND, OREGON 97701 • 382-2166 or 382-5368

February 8, 1985

Robert W. Gormsen
Room 121, Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged Business Enterprise and Women Business Enterprise Participation

Dear Mr. Gormsen:

The following Disadvantaged and Women owned business enterprise will be employed as subcontractor on the Dry Gulch Bridge & Johnny Creek Bridge on the John Day highway.

Disadvantaged Business Enterprise Goals 10%
Women Business Enterprise Goals 2%

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558

Subcontract for bridge & rail work:

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
01	Mobilization	LS		3728.	3,728.00
32	Structural Concrete	LS	all	22960.	22,960.00
33	Reinforcement	LS	all	4528.	4,528.00
35	Metal Rail w/Tubing	LF	38	52.	1,976.00
45	Metal Rail w/Tubing	LF	50	52.	2,600.00
	Grout Slabs on both Bridges	LS	all	3450.	3,450.00
	TOTAL				$39,242.00

Sincerely,

R.L. Coats

R.L. Coats
Owner

RLC/wm

RECEIVED
FEB 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

r11

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-6(15)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division 2-25-85

4. PROGRAM NO.:

5. ITEM NO.: 40049 & 40050

2A. COUNTY NAME: Grant

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

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STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE: 2/21/85

8. FEDERAL ROUTE NUMBER: Primary 6

9. STATE ROUTE NUMBER: Primary 5

10. GENERAL LOCATION:

Dry Gulch Bridge & Johnny Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 1/10/85 you are authorized to proceed with the adjustment of Columbia Power Cooperative Association's power pole relocation. Reimbursement on an actual cost basis estimated to be $2,136; Federal Funds $1,709 is approved.

The agreement with Columbia River Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/25/85	G. K. Hansell	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OCH 19-1

follow up

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

January 10, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Relocation
Columbia Power Cooperative Association
Johnny Creek Bridge Section
John Day Highway
Grant County
Project No. BRF-6(15)

RECEIVED
STATE HWY ENGR
JAN 11 '85
REFER TO
FOR
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Here is a copy of an estimate of cost to adjust Columbia Power Cooperative Association's (CPCA) facilities dated December 18, 1984, and a sketch showing their proposed relocation.

NOTED
E. S. HUNTER

A certification prepared by Thomas G. Carman as to the CPCA's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. CPCA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the CPCA's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,136.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-6(15)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40049 & 40050

2A. COUNTY NAME: Grant

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
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JAN 15 '85
REFER TO
Potter
FOR
Info | Laws | R/D | P/R | Sign | Sel | Fil

7. DATE AUTHORIZATION EFFECTIVE: 12/27/84

8. FEDERAL ROUTE NUMBER: Primary 6

9. STATE ROUTE NUMBER: Primary 5

10. GENERAL LOCATION:

Dry Gulch Bridge & Johnny Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 12/10/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $348,190; Federal Funds $278,552.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	R. A. Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HBR-OR
BRF-30(6)
BRF-6(8)
BRF-6(10)
BRF-6(9)
BRS-190(1)

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Bridge Waterproof Membranes

Please be informed it is still Federal Highway's position that waterproof membranes are required on all state highway bridges that are covered with asphalt. Mr. Anhorn in his September 10 memorandum to Mr. Hart does not seem to be aware of this national policy. If the following bridges have asphalt overlays a waterproof membrane must be included.

BRF-30(6) Five-Mile Creek (#4725A)
BRF-6(8) Dry Creek (#4986)
BRF-6(10) Dry Gulch Creek (#3495)
BRF-6(9) Johnny Creek (#0256A)
BRS-190(1) Middle Fork Cold Springs (#4780)

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 24 '84
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FOR
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9:11)

CON 19-11
Dry Gulch

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DES 23
4725A
3495A
4986B
16720
4780A

September 19, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

IGINAL SIGN
LD E. BACKST
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Bridge Waterproofing Membrane

Enclosed is a copy of the letter from Region 5 Construction Engineer requesting elimination of the waterproof membrane for the following structures:

1. Five Mile Creek Bridge, Bridge 4725A
2. Dry Gulch Bridges, Bridges 3495A and 4986B
3. Johnny Creek Bridge, Bridge 16720
4. Middle Fork Cold Springs Canyon Bridge, Bridge 4780A

The Region has indicated that they will not use salt in the areas where the above structures are located.

Please confirm if you concur with Region's request.

KAK:jrb

Enclosure

cc: E. S. Hunter
Gary Potter

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO
FOR
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 29, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRF-6(9) Johnny Creek Bridge
John Day Highway
Grant County

We have reviewed the plans and the hydraulic report for Johnny Creek Bridge No. 16720 forwarded by Mr. Backstrand August 21, 1984. Please note we did not receive any foundation plans.

The flash flood requirements and the mud and debris that such a flood carries, justifies a bridge. The proposed grouted riprap channel, however, might be reason to raise the footings.

With a footing raise and stringent high density approach fill compaction specification the concrete approach panels might be eliminated (we understand maintenance forces are not placing concrete approach panels for these small structures). Please consider these items.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

cy-Ward Hart
Pkg. Handle
8-31-84

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STATE HWY ENGR
AUG 30 '84
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Hunter
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Jon 19-1
D. f. Dry Gulch

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 27, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRF-6(10) Dry Gulch Bridge
John Day Highway
Grant County

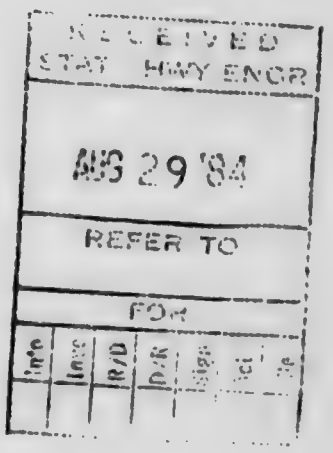
We have reviewed the plans and foundation report sent over for Dry Gulch Bridge No. 3495A. We feel your proposal is acceptable. Please consider eliminating the concrete approach panels. They seem superfluous considering the small structure and shallow footings. Certainly adequate compaction could be obtained with rigid compaction specifications around the bridge abutments.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

Orig to HW 8/30
ESH
TPA



VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
3495
16720

August 21, 1984

RECEIVED
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTR-
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Dry Gulch Bridge
Johnny Creek Bridge
John Day Highway
Grant County
BRS 3495 and 16720

Enclosed are two reduced prints of Drwaings 39082, 39404, 39594 and 39403 which are the preliminary plan and elevation and vicinity maps for these structures. Also enclosed are two copies of the Foundation and Hydraulics Reports for Dry Gulch Bridge.

The alignment and roadway width are in accordance with the standards governing the project. The span lengths and abutments provide the waterway opening called for by hydraulic requirements.

Because of flashflood and debris considerations, it was decided that neither low profile metal pipes nor concrete box culverts were appropriate for these sites.

The estimated costs for these structures including an allowance for engineering and contingencies is:

Dry Gulch Bridge	$67,000
Johnny Creek Bridge 16720	$84,000

We request your approval of our preliminary plan.

OMP:jrb
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector, Region 5 Engineer /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

Form 734-3122

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-6(9)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40049

2A. COUNTY NAME: Grant

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FOR

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6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/25/84	Primary 6	Primary 5

10. GENERAL LOCATION:

Johnny Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 7/24/84 I approve the program change adding "Right-of-Way Acquisition" to the character of proposed work and you are authorized to proceed with all phases of right-of-way acquisition for file number 54026 as shown on R/W map 10C-52-9 at a TEC of $1,000; Federal Funds $800.

Federal participation is limited to that right-of-way actually incorporated in the limits of the subject project.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/25/84	John D Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 24, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. BRF-6(9)
Johnny Creek Bridge Section
John Day Highway
Grant County

I request approval of a program change on the subject project to add to the character of proposed work "Right of Way Acquisition" at an estimated total cost of $1,000 with an obligation of $800 in Federal funds. The right of way to be acquired consists of a temporary detour easement as outlined in red on the enclosed copy of right of way map 10C-52-9.

I further request authorization to proceed with the actual acquisition of the easement rights. No relocation assistance is involved.

CL:pf

cc. J. Boyd
D. Aman
G. Files

Form 734-3122

CON 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-6(10) Dry Gulch
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-18-84
4. PROGRAM NO.:
5. ITEM NO.: 40050
2A. COUNTY NAME: Grant
6. TO:

Mr. H. S. Coulter
State Highway Eningeer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7-18-84
8. FEDERAL ROUTE NUMBER: Primary 6
9. STATE ROUTE NUMBER: Primary 5
10. GENERAL LOCATION: Dry Gulch Bridge #3495 Section
11. GENERAL DESCRIPTION OF WORK: Program Change and Right-of-Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter 7-11-84 I approve the program change adding "Right-of-Way Acquisition" to the character of proposed work and you are now authorized to proceed with the actual acquisition of file #53926 as shown on R/W map 10C-52-8 at a TEC of $1,000 - F.F. $800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 23 '84
REFER TO
Potter
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Info | Invest | R/D | D/R | Sign | Ret | File

14. DATE: 7-18-84
15. SIGNATURE OF APPROVING OFFICIAL: John D Wilken
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1
Dry Gulch

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 11, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed
by J. Lloyd

From: for Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40050
Project No. BRF-6(10)
Dry Gulch Bridge Section
John Day Highway
Grant County

I request your approval of a program change on the subject project to include in the character of proposal work "Right of Way Acquisition", at an estimated total cost of $1,000 with federal funds $800. The right of way to be acquired consists of a temporary right of entry for construction of a detour and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of map no. 10C-52-8.

CL:me
Encl.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

.794X

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PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: JOHNNY CREEK BRIDGE (# 0256A)

REGION: 5

HWY. # 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 (revised)

PREFIX: 12-1926

DATE: 4-4-84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 19,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 100
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION		100	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		500	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		1,000
906	BRIDGE DESIGN		4,000	921	SPECIFICA-TIONS		1,800	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		2,400	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES		100				

	TOTALS	$ $ 30,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$ 30,000
FEDERAL AID PROJECT NUMBER: BRF - 6(9)	ADD. AUTH. REQUIRED	$ 0

LOCATION ENGINEER'S REMARKS

Funds revised for location and design work to be done by Highway Division.

1 Versteeg
Anderson
cy Buis
Adams
cy Linenab
2 Edwards E
Terpin
1 Trout
cy Wakerlig

RECEIVED
MAY 2 1984
ROAD DESIGN SECTION

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Action

On Preliminary HIP

PREPARED BY: Norman S. Davis	DATE: 4-4-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 4/9/84
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 4-9-84
RECOMMENDED, LOCATION ENGINEER: X	DATE: 4/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Grant County

KEY ID#

SECTION: DRY GULCH BRIDGE (# 3495)

REGION: 5

HWY. # 5 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 2 (revised) | PREFIX: 12-1927 | DATE: 4-4-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 19,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		600
906 BRIDGE DESIGN		3,500	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$ 28,000
PREVIOUS AUTHORIZATION	$ 28,000
ADD. AUTH. REQUIRED	$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRF - 6(10)

LOCATION ENGINEER'S REMARKS

Funds revised for location and design work to be done by Highway Division.

On Preliminary HIP

PREPARED BY: Norman S. Davis	DATE: 4-4-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 4/9/84
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 4-9-84
RECOMMENDED, LOCATION ENGINEER: X [signature]	DATE: 4/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Umatilla County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 5

SECTION FIVE MILE CREEK BRIDGE (# 4725A)

HWY. # 28

AUTHORIZATION NO. 2 (revised) | PREFIX 30-1987 | DATE 4-4-84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		800
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES					

	TOTALS	$ $ 24,800
	PREVIOUS AUTHORIZATION	$ 24,800
	ADD. AUTH. REQUIRED	$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF - 30(6)

LOCATION ENGINEER'S REMARKS

Funds revised for location and design work to be done by Highway Division.

Approved by State Hwy. Engr. 7-5-83

PREPARED BY Norman S. Davis	DATE 4-4-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [signature]	DATE 4/9/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [signature]	DATE 4-9-84
RECOMMENDED, LOCATION ENGINEER X [signature]	DATE 4/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Umatilla County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: MIDDLE FORK COLD SPRINGS CANYON BRIDGE (# 04780)

REGION: 5

FAS 190 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 2 (revised) | PREFIX: 130-1988 | DATE: 4-4-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,400	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		800
906 BRIDGE DESIGN		3,500	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

	TOTALS	$ b / $ 24,800
	PREVIOUS AUTHORIZATION	$ 24,800
	ADD. AUTH. REQUIRED	$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS - 190(1)

LOCATION ENGINEER'S REMARKS

Funds revised for location and design work to be done by Highway Division.

Approved by State Hwy Engr. 7-5-33 1

PREPARED BY: Norman S. Davis	DATE: 4-4-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 4/9/84
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 4-9-84
RECOMMENDED, LOCATION ENGINEER: X [signature]	DATE: 4/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

7341914 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wheeler County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: DRY GULCH BRIDGE (# 4986)

REGION: 5

HWY. # 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 (revised)

PREFIX: 35-1962

DATE: 4-4-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 12,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		3,500	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 22,000
PREVIOUS AUTHORIZATION		$ 22,000
ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRF - 6(8)

LOCATION ENGINEER'S REMARKS

Funds revised for location and design work to be done by Highway Division.

On Preliminary HIP

PREPARED BY: Norman S. Davis	DATE: 4-4-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X Warren E. Johnson	DATE: 4/9/84
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E. J. Curtis	DATE: 4-9-84
RECOMMENDED, LOCATION ENGINEER: X Frank E. Rogers	DATE: 4/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9911

Con 19-11 Vadney 2W.

r11

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-6(9)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40049

2A. COUNTY NAME: Grant

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/24/83

8. FEDERAL ROUTE NUMBER: Primary 6

9. STATE ROUTE NUMBER: Primary 5

10. GENERAL LOCATION:

Johnny Creek Bridge #0256A Section

G-P-STR

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

TEC $30,000
F.F $24,000

13. REMARKS

As requested by Mr. Swan's PEA dated 10/17/83.

Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 27 '83

REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 10/27

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/24/83	G.K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-4

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-6(10)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40050

2A. COUNTY NAME: Grant

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/24/83

8. FEDERAL ROUTE NUMBER: Primary 6

9. STATE ROUTE NUMBER: Primary 5

10. GENERAL LOCATION:

Dry Gulch Bridge #3495 Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] ACQUISITION OF RIGHT-OF-WAY TEC $28,000 F.F $22,400
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/17/83.

Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OMG 10/28

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/24/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7942 5

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Johnny Creek Bridge (#0256A)

REGION: 5

John Day Hwy

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 12-1926

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		19,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		1,800	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		2,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

	TOTALS	$ $ 30,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER: BRF-6(9)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Costs shown are for monitoring Consultant activities.

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wekerlig
5 Molloy

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	10/12/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	9-1-83	X	10-11-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X	10-3-83	10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

JCB 0003
SEE INSTRUCTIONS ON REVERSE

KEY ID # 01283

SECTION: Johnny Creek Bridge (#0256A)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
5	John Day	FROM 116.53 TO 116.71	1000 ft

☐ URBAN ☒ RURAL | CITY | COUNTY: Grant | ROAD/STREET NAME

ROUTE #: ORE 19 | FEDERAL AID #: FAP 6 | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ ~~20~~ 30 est
RIGHT OF WAY		$
ROADWAY	$ 30	
STRUCTURES	$ 104	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 4	
	$	
40% ENGINEERING & CONTINGENCIES	$ 55	
TOTAL CONSTRUCTION		$ 193
TOTAL ESTIMATE		$ ~~213~~ 223

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	4/7
WORK TYPE	(1-12)	2/5

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	-
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	SC
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR): 3/85 | RECOMMENDED FUNDING SOURCE: HBR | RECOMMENDED PROGRAM YEAR: 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	220	
YEAR OF AVERAGE DAILY TRAFFIC	81	

DEFINE THE PROBLEM

Structure has deteriorated requiring temporary repairs to keep in service. Current sufficiency rating 21.8.

PROPOSED SOLUTION

Construct prestressed reinforced concrete slab span structure and widen approaches.

REQUESTED BRIDGE ENGINEER: X | DATE: 12-14-84 ON PTIP for 85

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X | DATE:

APPROVED, ASST HWY. ENG. FOR ADMINISTRATION: X | DATE: | TRANSP. COMM. APPROVAL DATE: | PROGRAM YEAR: ~~84~~ 85 | FUNDING:

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Johnny Creek Bridge (#0256A)

REGION
5

PROJECT JUSTIFICATION

Existing timber structure was constructed in 1941. Current sufficiency rating of 21.8 temporary repairs have allowed structure to remain in place.

Johnny Creek is located in a "Flash Flood Area" which subjects the structure to unusual conditions and continual maintenance.

Spot improvement projects along this section of the John Day Highway have been an acceptable alternative to rebuilding the route by the Grant County Court and C.O.G. District No. 12.

Project is consistent with Division's goal of replacing deficient substandard bridges in order to maintain the system.

ADMINISTRATION RECOMMENDATION

PROJE(PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1283

SECTION Johnny Creek Bridge (#0256A)

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N &
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C &	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	C	(LIST BELOW)	

COMPANIES

Columbia Power Coop

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0			9		9			0				
				4			12		12			4				
PROPOSED 200' Taper Section																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base widen	14"				
Pave	3"	2"			

STRUCTURE DATA

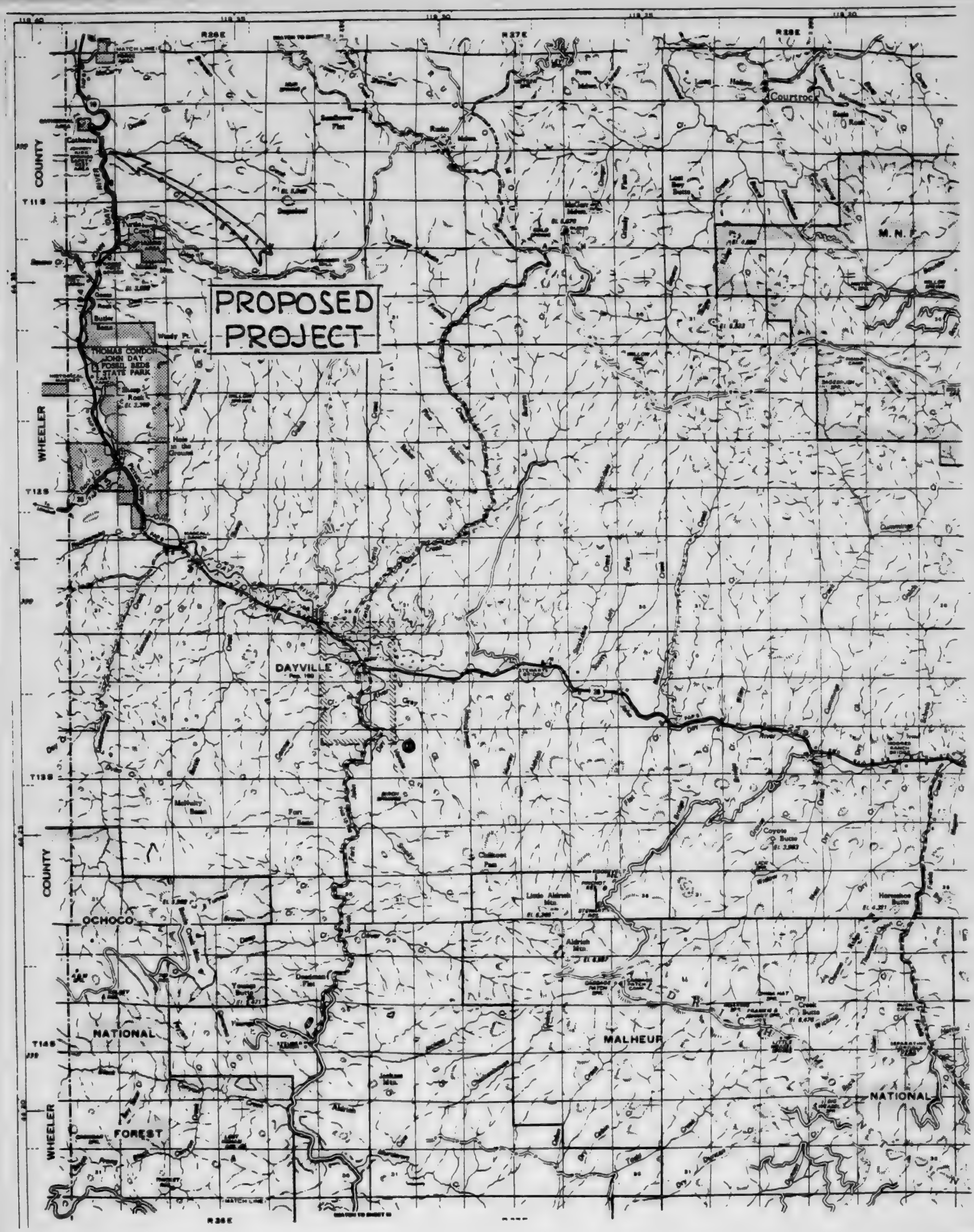
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	70	32	104,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 10/11/83

734-1912 (7-82)


PROPOSED
PROJECT
THOMAS CONDON
JOHN DAY
FOSSIL BEDS
STATE PARK
DAYVILLE
OCHOCO
NATIONAL
FOREST
MALHEUR
NATIONAL
Courtrock
M.N.
WHEELER
COUNTY
T11S
T12S
T13S
T14S
R26E
R27E
R28E

1985 W. Fork Silvies River Br, 9949
Sec, Frenchglen Hwy. S. of Burns
(gr, pav, str.)

August 19, 1988

CON 5 - 10,482
10,475
10,390
9949
9965

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letters of August 17 and 18, 1988, no funds will be released on Contract No. 10,482 with Douglas S. Coats, Inc. without written consent from Fireman's Fund Insurance Company. Our Construction office advises that $1,000 in retainage is being held.

There are no remaining funds on the following contracts as they have been completed and accepted:

10,475	Willow Creek Bridge Section of Rhea Road in Gilliam County.
10,390	Willow Creek Bridge Section of Cecil Road in Morrow County.
9949	West Fork Silvies River Bridge Section of the Frenchglen Highway in Harney County.
9965	O. B. Riley Rd.-SE Brosterhous Road (Bend) and Arnold Ditch Structure Sections on The Dalles-California Highway in Deschutes County.

Fran Neavoll
COMMISSION SERVICES

bc: Bryant Jackmond
Bruce Walton
Doug Goldbach Attn: Stacy
Bill Anhorn
Dale Allen
Robert Hector

FKN:slp

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
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TELEPHONE 503-224-0055

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975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

August 17, 1988

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Douglas S. Coats, Inc.; Fireman's Fund Insurance Company/
The American Insurance Company

Dear Ms. Neavoll:

As you know, I represent Fireman's Fund Insurance Company and The American Insurance Company. Either or both Fireman's Fund/The American have posted payment and performance bonds in favor of the Oregon State Highway Department and on behalf of Douglas S. Coats, Inc. with respect to at least the following projects:

1. Crabtree Creek, OSHD 10482;

2. Willow Creek (Rhea Road) Bridge, OSHD 10475; and

3. Willow Creek (Cecil Road) Bridge, OSHD 10390.

On behalf of Fireman's Fund/The American Insurance Company, I hereby request that the Department of Transportation and OSHD not release any further contract proceeds to Douglas S. Coats, Inc. on these three projects, without first obtaining written consent from Fireman's Fund/The American. Please also provide me with an accounting of the remaining funds on those jobs listed above. Thank you for your assistance in this matter.

Very truly yours,

Robert L. O'Halloran
RLO/me
cc: Martin E. Van Tassell

RECEIVED
AUG 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

August 18, 1988

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Douglas S. Coats, Inc.; Transamerica Insurance Company

Dear Ms. Neavoll:

As you know, I represent Transamerica Insurance Company, the surety which posted payment and performance bonds in favor of the Oregon State Highway Department on behalf of Douglas S. Coats, Inc. with respect to various projects.

We have received bond claims against certain of the projects on which I understand all contract proceeds have not yet been released. On behalf of Transamerica, I hereby request that the OSHD/DOT not release any contract proceeds on the following projects without first obtaining written consent from Transamerica Insurance Company:

1. OSHD Contract 9965, 2. O.B. Riley Road-S.E. Brosterhouse Road (Deschutes County); and

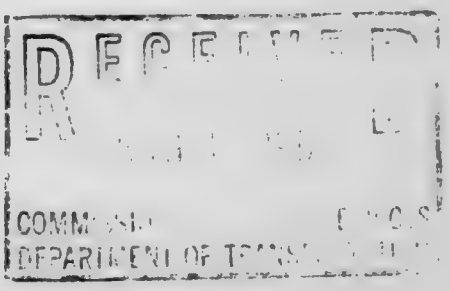
2. OSHD 9949 (West Fork Sylvie's River Bridge.

Please also advise as to the contract amounts withheld on each contract.

Very truly yours,

Robert L. O'Halloran

Robert L. O'Halloran
RLO/me
cc: Scott Guest



1747

July 22, 1988

R. B. Johnson Co.
2227 3 Mile Lane
P.O. Box 477
McMinnville, OR 97128

CON 5 - #9949

We have received a copy of your letter dated June 27, 1988, addressed to the Secretary of State and Douglas Coats, Inc., filing a claim against the following Highway Division contract:

AMOUNT:	$1,771.72
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	9949
PROJECT:	W. Fork Silvies River Bridge Frenchglen Highway Harney County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp & McKinley Insurance, Inc.

We will advise the surety and agent of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp & McKinley Insurance Co.
P.O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

R.B. JOHNSON CO.
2227 3 MILE LANE • PO BOX 477 • McMINNVILLE OREGON 97128 • 472-2430
PRESTRESSED CONCRETE

June 27, 1988

DOUGLAS S. COATS, Inc.
P. O. Box 311
Bend, ORegon 97701

and

The Honorable Barbara Roberts
Secretary of State
136 State Capitol
Salem, ORegon 97310

NOTICE hereby is given that the undersigned R. B. JOHNSON has a claim for prestressed slabs in the sum of one thousand seven hundred seventy-one & 72/100 dollars($1,771.72) against the bond taken from DOUGLAS S. COATS, Inc., and TRANS-AMERICA INSURANCE Co., for work on Oregon State Highway Division contract number 9949, West Fork Silvies Creek Bridge. Such material was supplied to DOUGLAS S. COATS, Inc.

R. B. JOHNSON

cc: OSHD
Commission Services
Transportation Building
Salem, ORegon 97310

RECEIVED
JUN 30 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MEMBER
pci
prestressed concrete institute

9949 jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

9949

REGION NO.	REPORT NO.	COUNTY	DIVISION
5	1	Harney	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
OCT 28 '86	C. O. Fredrickson, Construction Engineer	BRS-171(2)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1/14/86	7/2/86	100 %	75CD

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson

LOCATION

W. Fork Silvies River Bridge, Frenchglen Highway, Harney County

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

10/31

Info	Invest	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programmed

   A. Construction of roadbed widening, aggregate base and asphalt concrete pavement.

   B. Removal of the existing bridge and construction of bridge No. 3617B. Length: 60 ft. Roadway width: 35.5 ft.

2. Contractor's Name

   Douglas S. Coats, Inc.

NOTED
W. E. SCHWARTZ

3. Contract Amount

   $189,687.36

4. Certification: I certify that the above listed project was completed as programmed and in accordance with the procedures and standards contained in the State's approved
C Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By T. P. LOWE		SIGNATURE Original Signed by G. K. HOSSNER District Engineer	
TITLE Area Engineer	DATE OCT 29 1986	TITLE District Engineer B	DATE OCT 29 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9949

July 11, 1986

CON - #9949

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

On July 8, 1986, we wrote to you concerning release of final payment on Contract No. 9949 awarded to Douglas S. Coats, Inc. for work on the West Fork Silvies River Bridge Section of the Frenchglen Highway in Harney County.

Final payment on this contract is $3,625.90 and the total contract amount is $189,687.36. No work was performed under force account.

George Bell
Assistant Director

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9949

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9949

TO: Robert Gormsen
Manager, Commission Services

DATE: July 2, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9949 , On Site Work Substantially Completed January 14, 1986

All Work Completed April 7, 1986

Project W. Fk. Silvies River Bridge

Highway Frenchglen

County Harney

Type of Work Grading, Paving and Structures

Contractor Douglas S. Coats

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

7-8-86 - Surety letter written.

RECEIVED
JUL 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

9949

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Fork Silvies River Bridge		WEEK ENDING: April 12, 1986
		SECTION PREFIX: C09949
HIGHWAY: Frenchglen		COUNTY: Harney
NAME OF JOB	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Douglas S. Coats Inc.	CONTRACT NUMBER: 9949	FEDERAL AID PROJECT NUMBER: BRS-171(2)
DATE OF CONTRACT: February 13, 1985	DATE WORK STARTED: July 17, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 75	WORK DAYS USED / CALENDAR DAYS USED: 75
PROJECT AUTHORIZATION: $ 229 561	SPECIFIED COMPLETION DATE: September 30, 1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 202,256	ENGINEERING AUTHORIZATION: $ 18,203	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 202,256	ENGINEERING COST TO DATE: $ 17,434	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: January 14, 1986

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
.	.	100	100	100	.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			0.12
MILES PARTIALLY COMPLETED	0.12	0.12			0.12
MILES COMPLETED	0.12	0.12			0.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	872cy	1,340tn			510tn
TOTAL QUANTITIES CORRECTED TO DATE	450cy	974tn			475tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	450cy	974tn			475tn
AVERAGE DAILY QUANTITIES	0	0			0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3617B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		0		
MONDAY 7		0		
TUESDAY 8		0		
WEDNESDAY 9		0		
THURSDAY 10		0		
FRIDAY 11		0		
SATURDAY 12		0		

CONT. NO: 9949 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK DATE: April 12, 1986

6 SUNDAY	No activity.
7 MONDAY	No activity.
8 TUESDAY	No activity.
9 WEDNESDAY	No activity.
10 THURSDAY	No activity.
11 FRIDAY	No Activity.
12 SATURDAY	No activity.

REMARKS

One man working part-time on semi-final.
Semi-final will be submitted to Region Office on Monday (4-14-86).

FINAL REPORT

SIGNED Herbert E Shaw LOCATION Ontario
H.E. Shaw, Proj. Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

March 12, 1985

Douglas E. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5

#9949

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9949 for work on the West Fork Silvies River Bridge Section of the Frenchglen Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

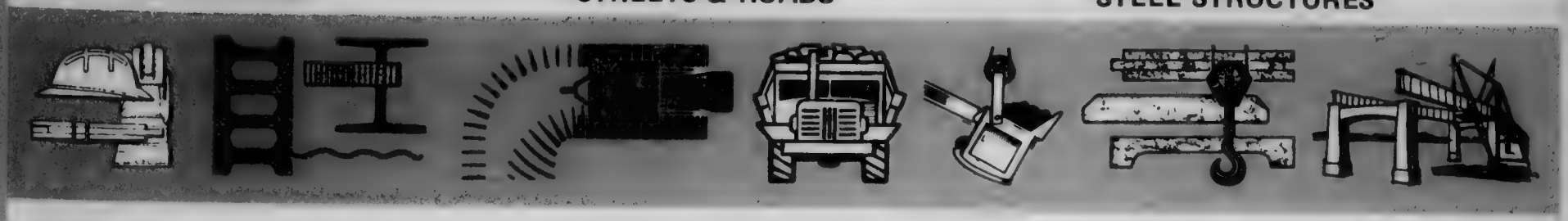
elp

Enclosure

cc: Troup and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Barry Hatcher

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.

P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

February 8, 1985

Office of Commission Services,
Room 121, State Transportation Building
Salem, Oregon 97310

Gentlemen:

The bid we submitted February 7, 1985 for the W. Fork Silvies River Bridge is the apparent low bid for that project.

The DBE sub-contractor that we propose to use for this project is:

EMW Construction of Bend, Oregon

Items to be sub-contracted are:

16.	Guard Rail Type 2A 150' @ 15.00	2,250.00
17.	Guard Rail Type 3 100' @ 30.00	3,000.00
18.	Guard Rail Anchors Type 1 4 @ 350.00	1,400.00
19.	Rail End Pieces, Type C 4 @ 90.00	360.00
20.	Extra for 8' Posts 45 @ 10.00	450.00
34.	Metal Rail w/Tubing 120' LF @ 45.00	5,400.00
	Total	12,860.00

Sincerely,

DOUGLAS S COATS INC

Ruth L Pooler

Ruth L Pooler, Secretary

RECEIVED
FEB 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

STATE COPY

TO BE COMPLETED BY FHWA		
3-14	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE: OREGON COUNTY: HARNEY PROJECT NO.: BRS-171(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Fork Silvies River Bridge #03617-440-00723

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-27-84	0.123
OTHER *(Specify)*		

FUNDS: PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 228,993.00	$ 183,194.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 2/28/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 22, 1985

FEDERAL AID PROJECT NO. BRS-171(2)

W. FORK SILVIES RIVER BRIDGE SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BRIDGE (Str. No. 3617B-440-00723)(Sta. 7+00 to Sta. 13+50)

Mobilization	Lump Sum	All	Lump Sum	$ 18,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	152	8.00	1,216.00
Temporary Barricades	Each	2	100.00	200.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	63	25.00	1,575.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	200	20.00	4,000.00
Moving Temporary Guard Rail	Lin. Ft.	63	2.00	126.00
Moving Temporary Concrete Barriers	Lin. Ft.	200	2.00	400.00
Temporary Traffic Signal Installation	Lump Sum	All	Lump Sum	14,000.00
Flaggers	Hour	500	1.00	500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	500.00
Toe Trench Excavation	Cu. Yd.	35	11.00	385.00
Embankment in Place	Cu. Yd.	872	6.00	5,232.00
1"-0 Aggregate Base	Ton	1,340	11.50	15,410.00
Class "C" Asphalt Concrete	Ton	510	48.00	24,480.00
Guard Rail, Type 2A	Lin. Ft.	150	15.00	2,250.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	90.00	360.00
Extra for 8-foot Posts	Each	45	10.00	450.00
Type 1 Fence	Lin. Ft.	165	3.00	495.00
Extra for Asphalt Approaches	Each	5	245.00	1,225.00
Loose Riprap, Class 50	Cu. Yd.	66	12.00	792.00
Delineators, Type 1	Each	4	25.00	100.00
STRUCTURE				
Bridge Removal Work	Lump Sum	All	Lump Sum	14,000.00
Structure Excavation	Cu. Yd.	105	7.00	735.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	8,000.00
Furnish Concrete or Steel Shell Piling	Lin. Ft.	720	18.00	12,960.00

Drive Concrete or Steel Shell Piles	Lin. Ft.	720	1.00	720.00
Structural Concrete, Class 3300 (18 Cu. Yd.)	Lump Sum	All	Lump Sum	7,500.00
Reinforcement (2800 Lbs.)	Lump Sum	All	Lump Sum	1,600.00
4' x 60'/65' Prestressed Slabs	Each	9	4,000.00	36,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	160	58.00	9,280.00
Metal Rail with Tubing	Lin. Ft.	120	45.00	5,400.00
Membrane Waterproofing	Sq. Yd.	240	15.00	3,600.00
				$ 197,391.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,465.00
Temporary Pavement Striping	All Required	725.00
Remove Pavement Striping (Exist. & Temporary)	All Required	300.00
Roadside Seeding & Mulching	All Required	500.00
Signal Controller Testing	All Required	875.00
Signal Turn On	All Required	500.00
		$ 4,365.00
	SUBTOTAL	$ 201,756.00
	Engineering	27,237.00
	TOTAL	$ 228,993.00

Length of Structure ---------- 0.011 mile

Federal Funds (80%) ----------	$183,194.00
State Funds ----------	45,799.00
TOTAL	$228,993.00

Group 1: 100%
Contract No. 9949
Prefix: 113-1912 P.E.
Prefix: 113-1072

Appn Code 118

NONPARTICIPATING

State Responsibility for Damages	All Required	$500.00

WH:pf

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-171(2)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-27-84

4. PROGRAM NO.:

5. ITEM NO.: 40181

2A. COUNTY NAME: Harney

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 1/16

7. DATE AUTHORIZATION EFFECTIVE: 12/27/84

8. FEDERAL ROUTE NUMBER: Secondary 171

9. STATE ROUTE NUMBER: Secondary 440

10. GENERAL LOCATION:

West Fork Silvies River Bridge #03617-440-00723 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 12/21/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $210,000; Federal Funds $168,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 12/21/84 that provision of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	A Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

LON 14-1
Silvies

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
3617B

November 23, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: West Fork Silvies River Bridge
West Fork Silvies River Bridge Section
Frenchglen Highway/Harney County
BR 3617B

Enclosed are two reduced prints of Drawings 40148 and 39580 which are the preliminary plan and elevation and the vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The structure is located on a tangent section of highway that has an ADT of 230 vehicles. A structure width of 36'-0" was selected to allow stage construction to be used instead of a detour structure.

One-way traffic will be required during construction. Traffic will be controlled by temporary signing.

An alternate route is available for overwidth loads.

The estimated cost of this structure, including an allowance for engineering, but not including grading, is $116,000.

We request your approval of our preliminary plan.

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO
FOR
Info | Invest | R/D | b/R | Sign | Act | File

PAA:jrb;smd
Enclosures
cc E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

Form 734-3122

9949 rll

CON 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-171(1)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-28-84

4. PROGRAM NO.:

5. ITEM NO.: 40181

2A. COUNTY NAME: Harney

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/28/84

8. FEDERAL ROUTE NUMBER: Secondary 171

9. STATE ROUTE NUMBER: Secondary 440

10. GENERAL LOCATION:

West Fork Silvies River Bridge Section Bridge #3617

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
  TEC $28,100
  FF $22,480
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 3/15/84.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR

Info	Init.	R/D	D/R	Sign	Act	File

Orig. to 3/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/84	D. K. Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 19-1
Silvies R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

February 28, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
West Fork Silvies River Bridge #3617
Frenchglen Highway
Harney County
BRS-171(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Division Administrator 3/6/84 Date

OREGON DIVISION

ENVIRONMENTAL SECTION
March 12, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Norm Davis
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT E RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: West Fork Silvies River Bridge #3617

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will involve the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Adjacent land uses are devoted to grazing activities. The project is consistent with the Harney County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be altered by the project. Safety will be improved as only ongoing temporary repairs have kept the bridge in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

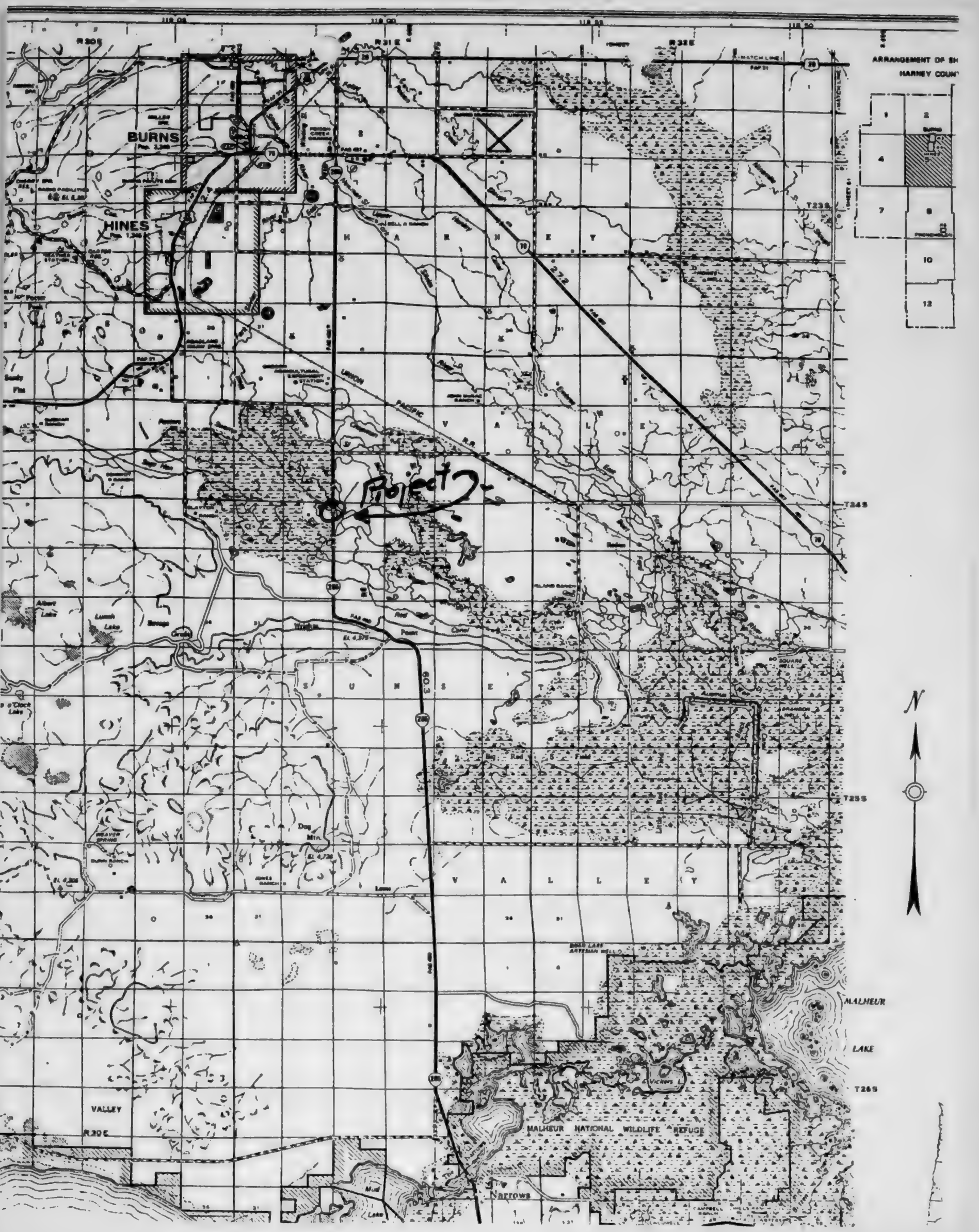
The proposed project is a bridge replacemen requiring only a temporary construction eas ment of less than one acre. Any in-stream impacts should be minimal. No other advers human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	March 6, 1984

1-26-84

734-1913 (7-82)


BURNS
HINES
Project 2
UNION PACIFIC R.R.
SUMMER
VALLEY
MALHEUR
LAKE
MALHEUR NATIONAL WILDLIFE REFUGE
Narrows
Dog Mtn.
Mud Lake
Silver Lake
Crane
R30E
R31E
R32E
T23S
T24S
T25S
272
60.3
N

1947

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

HARNEY Co.

HARNEY CO. N

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: West Fork Silvies River Bridge #3617

REGION: 5

AUTHORIZATION NO.

PREFIX: 113-1410

DATE: 1-25-84

SURVEY AUTHORITY

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 5,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		200
905	FINAL DESIGN			920	PROGRAM MANAGEMENT			937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS			938	REGION ENVIRONMENT		100
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES			949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		6,500	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		1,000	927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES						
									TOTALS	$	$ 13,300
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This prefix will provide funds to investigate the replacement of the timber structure until HBR funds are programed.

1 Veatecg ✓
Anderson
(Cy. to Bud)
(Cy.) Ipenab
2 Edwards E
Torpin
3 Trout
(Cy.) Wakerlig

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

PREPARED BY	DATE	APPROVED. ASST HIGHWAY ENGINEER FOR OPERATIONS	DATE
Ronald I. Noble	-25-84	X	
RECOMMENDED REGION ENGINEER	DATE	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES	DATE
X		X	
RECOMMENDED. LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X			

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 PROJECT REQUEST WFS 0001

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01270

SECTION: W. Fork Silvies River Br. (#3617)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
440	Frenchglen	FROM 7.23 TO	

☐ URBAN ☑ RURAL | CITY | COUNTY: Harney | ROAD/STREET NAME

ROUTE #: ORE 205 | FEDERAL AID #: FAS 171 | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 1-11-93 ~~30~~ 4	
RIGHT OF WAY	$	
ROADWAY	$ 2	
STRUCTURES	$ ~~80~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 5	
	$	
40% ENGINEERING & CONTINGENCIES	$ ~~35~~	
TOTAL CONSTRUCTION	$ ~~117~~	
TOTAL ESTIMATE	$ ~~147~~	

PROJECT DATA

GRADING (✓)		
PAVING (✓)		
STRUCTURES (✓)	X	
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	7	
WORK TYPE (1-12)	5	

RIGHT OF WAY

FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER

FINANCING/PROGRAMMING: RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / 84 | RECOMMENDED FUNDING SOURCE: HBR | RECOMMENDED PROGRAM YEAR: 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	240	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This timber structure has deteriorated requiring temporary repairs to remain in service. The current sufficiency rating is 27.8.

52 x 32

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Construct prestressed reinforced concrete slab span.

REGIONAL SECTION ENGINEER — X — DATE 12/7/82

APPROVED ASST HWY ENG FOR OPERATIONS — X — DATE

APPROVED ASST HWY ENG FOR ADMINISTRATION — X — DATE | TRANSP. COMM. APPROVAL DATE | PROG. YEAR | FUNDS

This existing timber structure was constructed in 1959 and has a sufficiency rating of 27.8. Temporary repairs have allowed the structure to remain in service. The structure was constructed on concrete pedestals and considerable problems have been encountered with this foundation design. Design life of this timber structure has nearly been achieved. Additional problems are anticipated in order to maintain serviceability.

This project is consistent with the Division's goal of replacing deficient substandard bridges in order to maintain the system.

PROJECT PROSPECTUS

PART . · PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: West Fork Silvies River Bridge #3617

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) NEW (#)	N
						UTILITIES	S	(LIST BELOW)	

COMPANIES

United Telephone Co. N.W.
C. P. National

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			10		10			2				
				4			12		12			4				
PROPOSED 200' taper																

SUGGESTED BASE DESIGN

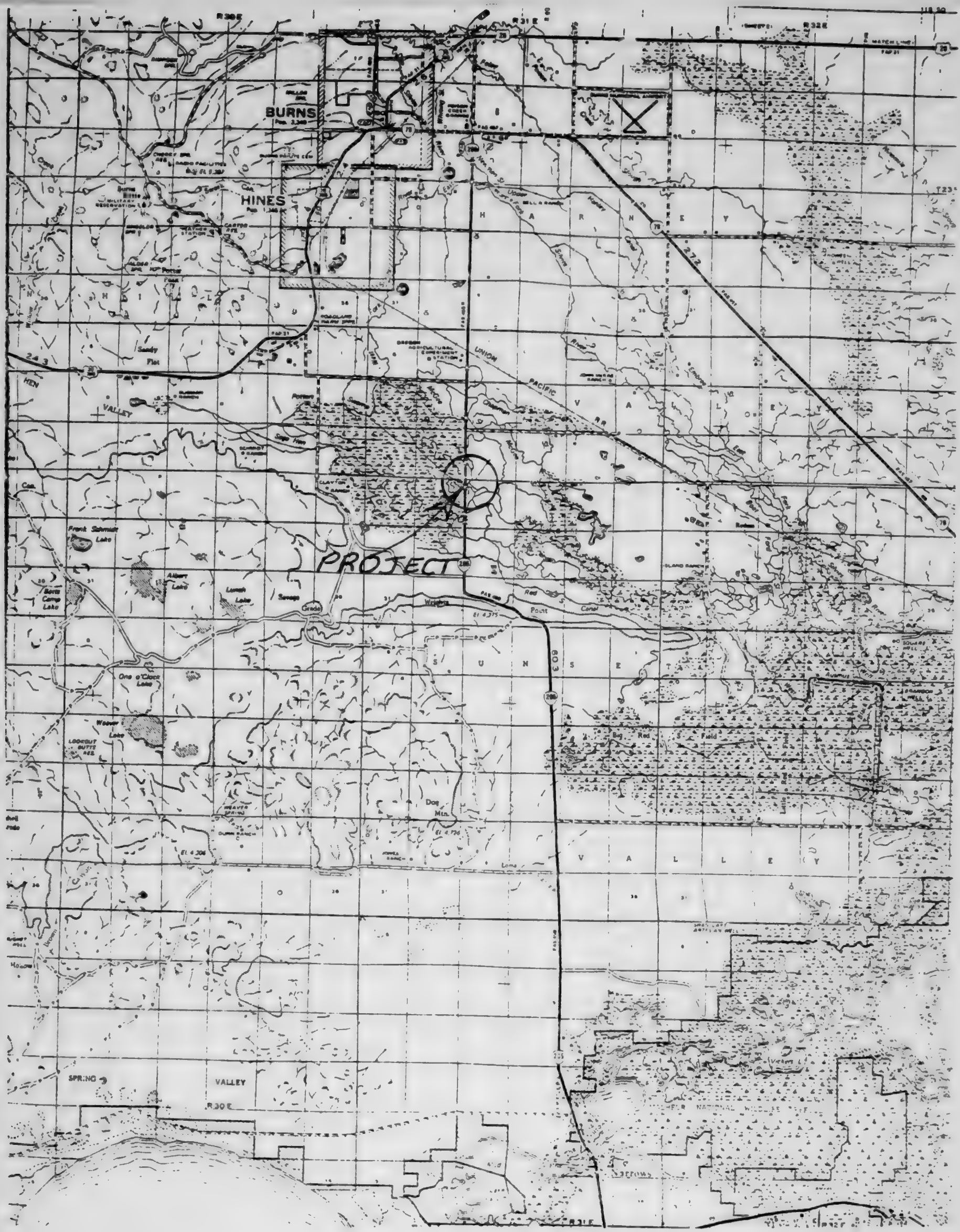
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock	18"		Taper O'lay		2"
AC widen	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	52'	32'	117,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROGRAM SECTION
MANAGER ..... PROJECT UNIT .....
TRANS. ASSIST. ..... PROJECT ENG. .....
REFER TO .....
FOR .....

734-1912 (7-82)


BURNS
HINES
HARNEY
VALLEY
PACIFIC
UNION
PROJECT
SUNSET
VALLEY
SPRING
VALLEY
R30E
R31E
R32E
Grade
Dog Mtn.
Big Red Field
Frank Schmidt Lake
Albert Lake
Lawen Lake
Swamp
Red Point Canal
One o'Clock Lake
Weaver Lake
Lookout Butte Res.
Weaver Spring
Dump Ranch
Hotel Ranch
Lone
Hollow
Sheldon
Refuge
Diversion
Headquarters
Big Red Field
Field
Canal
Ditch
Creek
Spring
Reservoir
Ranch
Corral
Trail
Fence
Road
Highway
Railroad
Section
Township
Range
Boundary
Line
Valley
Mountain
Lake
Swamp
Marsh
Pond
Dam
Bridge
Building
Church
School
Cemetery
Airport
Park
Forest
Timber
Brush
Grass
Meadow
Irrigated
Cultivated
Fallow
Orchard
Vineyard
Pasture
Range
Desert
Rock
Sand
Gravel
Water
Snow
Ice
Glacier
Contour
Elevation
Index
Scale
Legend
Key
Map
Plat
Survey
Corner
Monument
Marker
Post
Stake
Flag
Sign
Gate
Cattle Guard
Windmill
Tank
Pipeline
Power Line
Telephone Line
Fence Line
Property Line
Section Line
Township Line
Range Line
Boundary Line
Valley Line
Mountain Line
Lake Line
Swamp Line
Marsh Line
Pond Line
Dam Line
Bridge Line
Building Line
Church Line
School Line
Cemetery Line
Airport Line
Park Line
Forest Line
Timber Line
Brush Line
Grass Line
Meadow Line
Irrigated Line
Cultivated Line
Fallow Line
Orchard Line
Vineyard Line
Pasture Line
Range Line
Desert Line
Rock Line
Sand Line
Gravel Line
Water Line
Snow Line
Ice Line
Glacier Line
Contour Line
Elevation Line
Index Line
Scale Line
Legend Line
Key Line
Map Line
Plat Line
Survey Line
Corner Line
Monument Line
Marker Line
Post Line
Stake Line
Flag Line
Sign Line
Gate Line
Cattle Guard Line
Windmill Line
Tank Line
Pipeline Line
Power Line Line
Telephone Line Line
Fence Line Line

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Harney Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
West Fork Silvies River Bridge #3617

REGION
5

Frenchglen Hwy # 230
SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 113-1912. | DATE 12/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,500.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000.	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500.	932 RAILROAD & UTILITIES					

	TOTALS	$ $ 28,100
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BRS-171(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

1 Vernetes
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUN 6 1984
ROAD DESIGN SECTION

Do not File ☐
Return to
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X Windsor E. Edwards	2/27/84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X E.S. Hunter	2-24-84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X	2-22-		

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST WFS 0001

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01270

SECTION: W. Fork Silvies River Br. (#3617)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
440	Frenchglen	FROM 7.23 TO	

☐ URBAN ☒ RURAL | CITY | COUNTY: Harney | ROAD/STREET NAME

ROUTE #: ORE 205 | FEDERAL AID #: FAS 171 | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 1-11-83 ~~30~~ 35	GRADING (✓)	✓		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	✓		ACRES (#)	
ROADWAY	$ 25		STRUCTURES (✓)	X		RELOCATIONS (#)	
STRUCTURES	$ 75 ~~30~~		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 15					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Remove Exist Bridge	$ 7		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 49 ~~35~~		DESIGN CATEGORY (1-7)	7		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 170 ~~117~~	WORK TYPE (1-12)	5		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ COUNTY FORCE ☐ OTHER	
TOTAL ESTIMATE		$ ~~147~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1 / ~~84~~ 85	HBR	~~1984~~ 85

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	240	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This timber structure has deteriorated requiring temporary repairs to remain in service. The current sufficiency rating is 27.8.

52 x 32

NOTED
D. E. SHAFFER

RECEIVED
JAN 1 1983

PROPOSED SOLUTION

Construct prestressed reinforced concrete slab span.

REQUESTED: REGION ENGINEER	DATE
X	12/27/82
APPROVED: ASST. HWY. ENG. FOR OPERATIONS	DATE
X	

APPROVED: ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
X				

This existing timber structure was constructed in 1959 and has a sufficiency rating of 27.8. Temporary repairs have allowed the structure to remain in service. The structure was constructed on concrete pedestals and considerable problems have been encountered with this foundation design. Design life of this timber structure has nearly been achieved. Additional problems are anticipated in order to maintain serviceability.

This project is consistent with the Division's goal of replacing deficient substandard bridges in order to maintain the system.

PROJE(PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: West Fork Silvies River Bridge #3617

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	N
						UTILITIES	S	(LIST BELOW)	

COMPANIES

United Telephone Co. N.W.
C. P. National

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			10	×	10			2				
				4			12		12			4				
PROPOSED 200' taper																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock	18"		Taper O'lay		2"
AC widen	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	52'	32'	75.000 ~~117,000.~~	BRIDGE 5			
BRIDGE 2	APPROVED			BRIDGE 6			
BRIDGE 3	Location Engineer			BRIDGE 7			
BRIDGE 4	Date			BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
West Fork Silvies River Bridge #3617

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will involve the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Adjacent land uses are devoted to grazing activities. The project is consistent with the Harney County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be altered by the project. Safety will be improved as only ongoing temporary repairs have kept the bridge in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

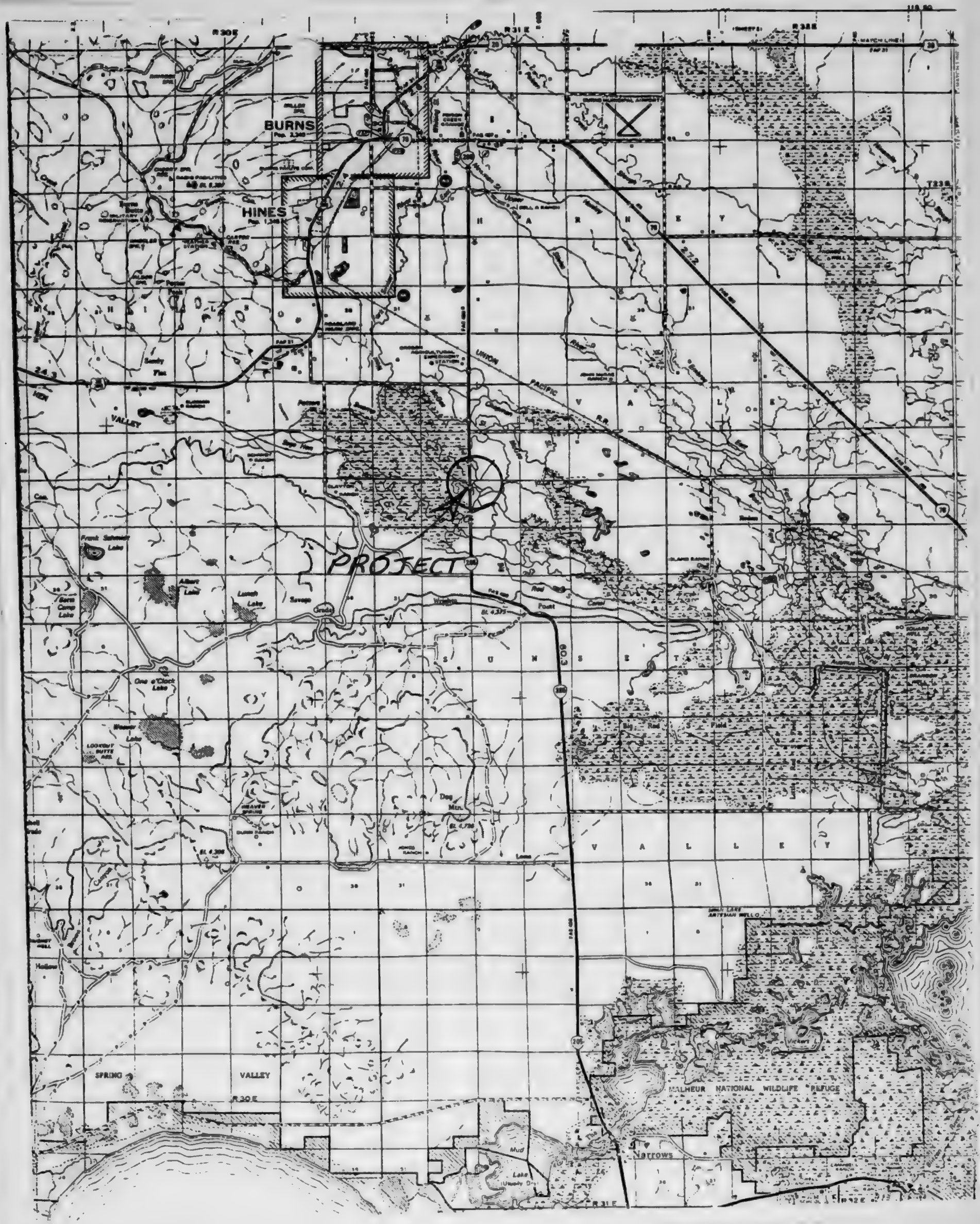
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen requiring only a temporary construction eas ment of less than one acre. Any in-stream impacts should be minimal. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	March 6, 1984
1-26-84		

734-1913 (7-82)


BURNS
HINES
VALLEY
PROJECT
SUMMER
VALLEY
SPRING
VALLEY
R.30.E
R.31.E
R.32.E
UNION PACIFIC R.R.
Narrows
MALHEUR NATIONAL WILDLIFE REFUGE
Mud Lake
Juniper Dry Lake
Big Red Point
Big Red S. Field
Day Mtn.
One o'Clock Lake
Warner Lake
Frank Stetson Lake
Albert Lake
Lower Lake
Crane Camp Lake
Hadsell
Harney
Malheur
Silver
Crane
Lookout Butte Airport
Beaver Spring
Juniper Ranch
Lake Artesian Wells
Victory L.
Crane
Grade
Mud
Lake

1985 N. Jefferson Intchg.-N. Al- 9950
bany Intchg. Sec. of Pac Hwy. near N.
city limits of Albany. (paving) [redacted]

9950

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 7-69	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 4		7-13-88	County: Linn and Marion
			Project Number: IR-5-4(97)234

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,702,500	$ 1,706,000
Federal funds	$ 1,570,045	$ 1,573,273
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13TH day of Jul , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 8, 1988

Federal-Aid Project No. IR-5-4(97)234

N. Jefferson Interchange-N. Albany Interchange Section
Pacific Highway
Linn and Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 515+00 to 1044+00)

Subtotal as on previous estimate of May 19, 1988		$ 1,501,127.00
	Subtotal	$ 1,501,127.00
	Engineering	204,873.00
	Total	$ 1,706,000.00

Length of Project	10.02 mi.
Cost of Roadway Per Mile	$ 169,910.18

Federal Funds (92.22%)	$ 1,573,273.00
State Funds	132,727.00
Total	$ 1,706,000.00

Sub. Job 011 = 100%
Appn: 044
Contract No. 9,950
Prefix: C622-1999 and C624-1924 (PE)
C09950

DLN:bkw

9950

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-123	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER	6-22 FT	County Linn and Marion
MODIFICATION NUMBER 3		Project Number IR-5-4(97)234

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,698,127	$ 1,702,500
Federal funds	$ 1,566,012	$ 1,570,045
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22ND day of JUN , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joyce H. Speight for

Manager, Program Section
(Title)

By XXX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 22, 1988

Federal-Aid Project No. IR-5-4(97)234

N. Jefferson Interchange-N. Albany Interchange Section
Pacific Highway
Linn and Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 515+00 to 1044+00)

Subtotal as on previous estimate of May 19, 1988	$ 1,501,127.00
Subtotal	$ 1,501,127.00
Engineering	201,373.00
Total	$ 1,702,500.00

Length of Project ---------- 10.02 miles
Cost of Roadway Per Mile ----- $169,910.18

Federal Funds (92.22%)	$ 1,570,045.00
State Funds	132,455.00
Total	$ 1,702,500.00

Sub-Job: 011 = 100%
Appn: 044
Contract No. 9,950
Prefix: C622-1999 and C624-1924 (PE)
C09950

DDB:jc

9950

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-178	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: OREGON
PROJECT REPORT NUMBER		County: LINN & MARION
MODIFICATION NUMBER 2		Project Number: IR-5-4(97)234

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 , 1985 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,695,848.00	$1,698,127.00
Federal funds	$1,563,911.00	$1,566,012.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of MAY , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight Jr

Manager, Program Section
(Title)

By FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 19, 1988

Federal-Aid Project No. IR-5-4(97)234

N. Jefferson Interchange-N. Albany Interchange Section
Pacific Highway
Linn & Marion Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 515+00 to Sta. 1044+00)

SUBTOTAL as on previous estiamte of May 6, 1987		$1,501,127.00
	SUBTOTAL	$1,501,127.00
	Engineering	197,000.00
	TOTAL	$1,698,127.00

Length of Project ---------- 10.02 miles

Cost of Roadway Per Mile ------- $169,473.75

Federal funds (92.22%) ---------	$1,566,012.00
State Funds ----------	132,115.00
TOTAL	$1,698,127.00

Appn Code: 044
SubJob 010: 0%; SubJob 011: 100%
Contract No. 9950
Prefix: C622-1999 (P.E.) C624-1924 (P.E.)
Prefix: C09950

Linn Couinty	62%
Marion County	38%

DDB:pf

9950

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 5-28	U.S. Department of Transportation, Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Linn & Marion
MODIFICATION NUMBER: 1	5-6-87	Project Number: IR-5-4(97)234

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,836,817	$ 1,695,848
Federal funds	$ 1,693,911	$ 1,563,911
Other revisions		

This modification is made for the following reasons: To reflect a reduction in bid item quantities and to release funds (Appn 044) for use on other construction projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAY, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XBY For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

* U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 6, 1987

FEDERAL AID PROJECT NO. IR-5-4(97)234

N. JEFFERSON INTERCHANGE-N. ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
LINN & MARION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 515+00 TO STA. 1044+00

Subtotal on previous estimate of February 22, 1985 $ 1,578,567.00

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Conc. Bar. Reflec.	LF	$ 14.00	1,600	$22,400.00	0	$ .00
Moving Temp. Conc. Bar.	LF	3.00	3,000	9,000.00	0	.00
Temp. Impact Bar.	EA	2,000.00	1	2,000.00	0	.00
Class "B" Asph. Conc. Mix. in Leveling	TON	18.00	2,300	41,400.00	1,310	23,580.00
Asph. Cement in Mixture	TON	190.00	1,230	233,700.00	1,092	207,480.00
				$308,500.00		$231,060.00

Decrease	$ 77,440.00
Subtotal	$1,501,127.00
Engineering	194,721.00
Total	$1,695,848.00

Length of Project	10.019 mi.
Cost of Roadway Per Mile	$ 169,263.19
Federal Funds (92.22%)	$1,563,911.00
State Funds	131,937.00
Total	$1,695,848.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9950
Prefix: C622-1999 P.E.
Prefix: C624-1924 P.E.
Prefix: C09950

Lin. Co. --- 62%
Marion Co. - 38%

CPL:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
2-190	**FEDERAL-AID PROJECT AGREEMENT** 2-26-85	OREGON
		COUNTY: LINN & MARION
		PROJECT NO.: IR-5-4(97)234

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

North Jefferson Interchange-North Albany Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-27-84	10.019
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,836,817.00	$ 1,693,911.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 2/26/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 22, 1985

FEDERAL AID PROJECT NO. IR-5-4(97)234

N. JEFFERSON INTERCHANGE-N. ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
LINN AND MARION COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 515+00 to Sta. 1044+00)

Mobilization	Lump Sum	All	Lump Sum	$ 150,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	440	10.00	4,400.00
Temporary Barricades	Each	4	100.00	400.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,600	14.00	22,400.00
Moving Temporary Concrete Barriers	Lin. Ft.	3,000	3.00	9,000.00
Temporary Impact Barriers	Each	1	2,000.00	2,000.00
Temporary Plastic Safety Markers	Each	25	40.00	1,000.00
Sequential Arrow Signs	Each	1	3,000.00	3,000.00
Flaggers	Hour	1,500	12.00	18,000.00
Temporary Striping	Lin. Ft.	83,000	0.10	8,300.00
Stripe Removal	Lin. Ft.	4,000	0.50	2,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	10,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	60,000.00
Embankment in Place	Cu. Yd.	4,698	4.00	18,792.00
Watering	M-Gal.	200	15.00	3,000.00
Aggregate Shoulders	Ton	4,350	6.00	26,100.00
Cement Treated Base Mixture	Ton	2,200	20.00	44,000.00
Portland Cement in CTB Mixutre	Ton	120	80.00	9,600.00
Class "B" Asphalt Concrete Mixture	Ton	15,400	16.00	246,400.00
Class "E" Asphalt Concrete Mixture	Ton	2,100	17.00	35,700.00
Class "B" Asphalt Concrete Mixture in Leveling	Ton	2,300	18.00	41,400.00
Asphalt Cement in Mixture	Ton	1,230	190.00	233,700.00
Hydrated Lime in Mixture	Ton	200	90.00	18,000.00
Emulsified Asphalt in Seal Coat	Ton	34	200.00	6,800.00
Aggregate in Seal Coat	Ton	242	19.00	4,598.00
Asphalt in Tack Coat	Ton	40	190.00	7,600.00

Reinforced Concrete Pavement, Early Set	Sq. Yd.	4,400	30.00	132,000.00
Longitudinal Joint Sealing	Mile	14.2	1,600.00	22,720.00
Tranverse Joint Sealing	Lin. Ft.	15,000	4.00	60,000.00
Membrane Waterproofing	Sq. Yd.	1,150	9.00	10,395.00
3-inch Culvert Pipe	Lin. Ft.	2,936	2.50	7,340.00
18-inch Culvert Pipe	Lin. Ft.	8	30.00	240.00
24-inch Culvert Pipe	Lin. Ft.	84	26.00	2,184.00
48-inch Culvert Pipe	Lin. Ft.	8	70.00	560.00
Concrete Inlets, Type M-E	Each	3	1,000.00	3,000.00
3-inch Drain Pipe	Lin. Ft.	50,374	2.00	100,748.00
Crushed Drain Material	Cu. Yd.	1,807	8.00	14,456.00
Protection Blocks	Each	124	60.00	7,440.00
Guard Rail, Type 2A	Lin. Ft.	5,325	12.00	63,900.00
Guard Rail, Type 3	Lin. Ft.	100	25.00	2,500.00
Guard Rail Anchors, Type 1	Each	18	300.00	5,400.00
Guard Rail Anchors, Type 1 Modified	Each	23	250.00	5,750.00
Rail End Pieces, Type B	Each	9	40.00	360.00
Rail End Pieces, Type C	Each	16	75.00	1,200.00
Bridge Connections	Each	9	500.00	4,500.00
Type 2 Fence	Lin. Ft.	7,000	1.50	10,500.00
CL-6 Chain Link Fence	Lin. Ft.	4,800	7.00	33,600.00
Extra for Asphalt Approaches	Each	38	200.00	7,600.00
Concrete Barrier	Lin. Ft.	538	6.00	3,228.00
Paved Culvert End Slopes	Sq. Ft.	304	7.00	2,128.00
Drainage Curbs	Lin. Ft.	300	3.00	900.00
Geotextile Fabric in Drains	Sq. Yd.	29,270	0.90	26,343.00
Delineators, Type 2	Each	40	22.00	880.00
Delineators, Type 3	Each	20	26.00	520.00
Delineators, Type 4	Each	30	11.00	330.00
Adjusting Inlets	Each	1	300.00	300.00
Inlet Grates, Type 2	Each	1	300.00	300.00
Special Grates	Each	1	1,000.00	1,000.00
Furnishing and Planting Shrubs	Each	1,572	10.00	15,720.00
Topsoil	Cu. Yd.	25	15.00	375.00
Bark Mulch	Unit	42	130.00	5,460.00
				$1,555,067.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 16,200.00
On-the-Job Trainees ($0.80 x 2,000 hr.)	All Required	1,600.00
Railroad Protective Services	All Required	5,700.00
		$ 23,500.00
	SUBTOTAL	$1,578,567.00
	Engineering	197,320.00
	TOTAL	$1,775,887.00

Length of Project ---------- 10.019 miles
Cost of Roadway Per Mile ---------- $177,251.92

RETAIN IN RESERVE

Drainage Work @ S. Jefferson Intchge.	All Required	$ 50,000.00
One Year Plant Establishment	All Required	4,160.00
	SUBTOTAL	$ 54,160.00
	Engineering	6,770.00
	TOTAL	$ 60,930.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,775,887.00	$1,637,722.00	$138,165.00
Reserve	60,930.00	56,189.00	4,741.00
TOTAL	$1,836,817.00	$1,693,911.00	$142,906.00

Group 1: 100%
Contract No. 9950
Prefix: 622-1999 P.E.
Prefix: 624-1924 P.E.
Prefix: 624-1007

Linn County = 62%
Marion County = 38%

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 2,000.00

DDB:pf

4757

jc cc: OSHD (D. Fo s)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/17/88	E. J. Carpenter, Highway Engineeer Trainee		IR-5-4(97)234
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11/6/85	2/12/88	See Below *	S.C.D. 11/5/85

LOCATION

See Below

RECEIVED
STATE HWY ENGR
JUN 1 '88

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

6/3 cc Construction
FOR em

Info	Inves	R/D	D/R	Sign	Act	File

D. R. ADAMS

N. JEFFERSON INTERCHANGE - N. ALBANY INTERCHANGE
PACIFIC HIGHWAY (I-5)
PCC Replacement and Paving

This project provided for P.C.C. pavement replacement. A.C. overlay, underdrains, joint sealing, guardrail upgrading, and surface drainage work.

The project was awarded to Kiewit Pacific Company of Vancouver, Washington in the amount of $1,555,067. The final cost of the original bid items was $1,413,372.71 or a 10% underrun of the contract bid amount. The final cost of the project, including all changes and engineering was $1,648,426.46.

All anticipated work has been completed.

A final inspection of the completed work was made on 12/9/85.

The contractor overran the specified completion date of 250 calendar days by one day and was assessed $300 in damages.

- EJC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Darryl B Carter, Area Engr		SIGNATURE: [signature]	
TITLE: for Highway Engineeer Trainee	DATE: 5/31/88	TITLE: District Engineer	DATE: 5/31/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9950

February 19, 1988

The Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 6th Avenue
Seattle, WA 98121

CON 5 - 9950

Contract No. 9950 awarded to Kiewit Pacific Co. for work on the N. Jefferson Interchange-N. Albany Interchange Section on the Pacific Highway in Marion and Linn Counties was completed on November 6, 1987, and accepted by the State Highway Division on February 12, 1988.

Final payment in the amount of $10,466.06 will be released to the contractor after February 24, 1988. The total contract amount is $1,500,110.83 including $4,113.11 for work performed under force account.

You have been previously notified of claims filed against the performance bond on this contract some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Kiewit Pacific Co.
P.O. Box 1769
Vancouver, WA 98668

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Bill Anhorn

9950

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9950

TO: Manager
Commission Services

DATE: February 12, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9950, On Site Work Substantially Completed November 6, 1985

All Work Completed November 6, 1987

Project N. Jefferson Intch.-Albany Intch.

Highway Pacific

County Marion and Linn

Type of Work Paving

Contractor Kiewit Pacific Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-88 Surety ltr. sent.

RECEIVED
FEB 16 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

4950

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: Aug 9, 1986

PROJECT NAME (SECTION): N. Jefferson Intch. - N. Albany Intch.

CONTRACT NO: C09950

HIGHWAY: Pacific

COUNTY: Marion/Linn

F A PROJECT NO: IR - 5 - 4 (97)

CONTRACTOR: Kiewit Pacific Co.

KIND OF WORK: Paving, Drainage & PCC Replacement

DATE OF AWARD: February 5, 1985

FIRST NOTIFICATION DATE: May 20, 1985

ESTIMATED DATE OF COMPLETION, OR: November 5, 1985

SECOND NOTIFICATION DATE AND:

ESTIMATED SEMIFINAL SUBMITTAL DATE:

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 1,839,067.88
ESTIMATED PROJECT COST	$ 1,625,935.01
ESTIMATED PERCENT OVERRUN/UNDERRUN	3.4%

ENGINEERING

AUTHORIZATION	$ 130,778.20
COST THIS WEEK	$ 393.00
TOTAL TO DATE	$ 158,559.20
PERCENT OF AUTHORIZATION	121 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All	/ /	250	251.0	100	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	2,200 TN	19,800 TN			
EST. CORRECTED QUANTITIES	0	2,504 TN	17,815 TN			
EST. PERFORMED TO DATE	0	2,504 TN	17,784 TN			
PERCENT PERFORMED TO DATE	0	100	99	0	0	0

ACTIVITIES THIS WEEK:

No Contractor Activity.

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

All corrective work complete.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Contractor proceeding with claims processing.

PROJECT MANAGER (SIGN): Lee Franklin
Lee Franklin

DISTRIBUTE AS INDICATED BY THE MARGINALS, GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

P.O. BOX 125 / CLACKAMAS OR [illegible] PACIFIC FENCE & WIRE CO.

9950

PACIFIC

[illegible]K FENCE & BELTING

April 29, 1986

#9950

McGavic & Boyd
Attorney's At Law
700 Country Club Rd.
Eugene, OR 97401

RE: PRUITT-FISHER CONSTRUCTION

Gentlemen:

Recently, we were made aware that you represent Master-Halco in a collection matter against Pruitt-Fisher Const.; that in behalf of your client, you filed claim against the Surety Bond posted by Pruitt-Fisher for the Kiewit Pacific Co. project, State Contract #9950.

Having first hand knowledge of the work, and having sold the entire fence materials necessary for construction, we request that your claim be dismissed.

Attached, please find copy of correspondence from OSHD Asst. Project Manager, Robert Thompson, confirming our assertion, that Pacific Fence & Wire Co., was the supplier of the fencing materials.

If your claim is based on allegations that your client provided materials to the same project, I wish to remind you of O.R.S. 162.085, Unsworn Falsification, and respectfully request that your claim be dismissed, (not to be construed as a threat of criminal action, merely, that we view your claim as criminal in nature).

If we are to be without your correspondence, I will presume you to be in agreement with this request, and to have taken necessary steps to dismiss your claim.

Sincerely,

Stephen Brindley
Sales Manager

cc Kiewit Pacific Co. - Carl Sanders
OSHD - Robert W. Gormsen/Robert Thompson
AETNA Casualty
AMWEST
Jim Hughes
Jan Sokol
Ray Roth

RECEIVED
MAY 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] Kiewit Pac.
claim filed
10-7-85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Leland J. Franklin, PE
P.O. Box 14030
Salem, Oregon 97310

April 8, 1986

In Reply Refer to
File No

Kiewit Pacific Co.
P.O. Box 1769
Vancouver, WA 98668

N. Jefferson Interchange-
N. Albany Interchange
Contract #9950

ATTN: Lee Cassels

Dear Mr. Cassels,

This letter is in reference to a request made by Pacific Fence & Wire. They asked that their status of materials supplied to Pruitt - Fisher, the fencing subcontractor, be made known to you

Our laboratory and field reports indicate that Pacific Fence & Wire supplied all of the materials for the Type 2 and CL 6 fences. The only exception is the concrete used in the footings which was approximately 24 cu. yds.

If you have any questions please feel free to call me at 378-4405.

Sincerely,

Robert E. Thompson, PE
Assistant Project Manager

RET/cso

cc: Steve Brinley, Pacific Fence & Wire

RECEIVED
MAY 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 21, 1986

COM 5
#9950

Kiewit Pacific Co.
P.O. Box 1769
Vancouver, WA 98668

Attention: Carl J. Sanders

Thank you for your letter of March 3, 1986, concerning the Notice of Claim filed by Pacific Fence and Wire Company. You also provided documentation that the claim has been settled and a check was mailed to them in the amount of $2,226.49.

You state this was in reference to your Contract No. 9950 for paving the North Jefferson Interchange-North Albany Interchange Project.

This information will be noted in our records and we will advise the surety.

Robert W. Gormsen
COMMISSION SERVICES

cc: The Aetna Casualty and
Surety Company
Bond Department
200 Market Bldg., Ste. 1500
200 S.W. Market Street
Portland, OR 97201

NOTED ON CARD
3-21-86cc

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

KIEWIT PACIFIC CO.
A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

March 3, 1986

Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RE: ROBERT W. GORMSEN
Commission Services

RE: FILE NO. CON 5
Contract 9950
Subcontractor: Pruitt-Fisher Construction, Inc.

In reference to the Notice of Claim filed by Pacific Fence and Wire Company, we are submitting a copy of the Release of Lien signed by that firm on January 7, 1986, accompanied by a letter from their legal counsel dated February 19, 1986.

Also enclosed is a copy of our check and letter of transmittal, which was mailed to Pacific's office on February 20, 1986, in payment of that claim.

CARL J. SANDERS
Business Manager
Northwest District

CJS/mkh

enclosures

cc: Ray Roth
File

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GILBERTSON, BROWNSTEIN, RASK, SWEENEY, KERR & GRIM
ATTORNEYS AT LAW
1200 S.W. MAIN BUILDING
PORTLAND, OREGON 97205
TELEPHONE (503) 221-1772

CH... CV...
LC... FS... GS... LP...
GB... DD... IAR... HS...
DC... JP... SS... BD...
FILE... ENGR... DIR... DH...
FEB 20 1986

ROBERT F. BLACKMORE
RICHARD J. BROWNSTEIN
JOHN M. BURNS
GEORGE G. CURTIS*
JOHN R. GILBERTSON
DOUGLAS R. GRIM
FRED T. HANNA
JAMES D. HUGHES*
RAYMOND M. RASK
MICHAEL R. SANDOVAL
DAVID J. SWEENEY
MILES SWEENEY
LEE O. TYLER
MARK B. WEINTRAUB*

*OREGON STATE AND WASHINGTON STATE BARS

February 19, 1986

Kiewit Pacific
Northwest District Office
P.O. Box 1769
Vancouver, Washington 98668

Attn: Maureen Harper

Re: Pacific Fence and Wire -- Release of Lien
Jefferson Job No. 36-3170

Dear Ms. Harper:

As you may know, our office is general counsel for Pacific Fence and Wire. Steve Brindley has forwarded a fully executed "Release of Lien" and has requested that I forward the Release of Lien to you such that Pacific Fence might receive its "just due" from the bond. We would appreciate a prompt remittance.

As you may also know, Pruitt-Fisher Construction (as well as the princpals of Pruitt-Fisher, Jim Pruitt and Mark Fisher) are indebted to Pacific Fence and Wire for approximatley $13,000. Although this bond claim will satisfy a portion of that judgment, Pruitt-Fisher will remain liable to our clients for approximately $10,500. We understand that you will, in all likelihood, have some excess reserves owing to Pruitt-Fisher following their receipt of the other "Release of Lien" forms you are receiving from other creditors, as well as the resolution of the bond claim by Master-Halco. We have issued a garnishment to your attorney, Jan Sokol, in an attempt to garnish any funds which may precipitate in favor of Pruitt-Fisher. We would appreciate your cooperation in notifying either Mr. Brindley or myself as to when funds are to be released for Pruitt-Fisher such that we might, to the extent possible, satisfy the remaining debt owing to Pacific Fence and Wire. I spoke with Lee Cassels of your office in early November -- he appeared to be sympathetic with our plight. We are not trying to complicate your bookkeeping procedures unnecessarily; we are merely attempting to satisfy that debt which is justly due to Pacific Fence.

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

If you have any questions or comments whatsoever, please do not hesitate to contact me. Your cooperation is appreciated.

Very truly yours,

GILBERTSON, BROWNSTEIN, RASK, SWEENEY, KERR & GRIM

James D. Hughes

James D. Hughes

JDH:lhr
Enclosure
cc Pacific Fence and Wire Co.

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF LIEN

THIS WILL ACKNOWLEDGE RECEIPT OF Two Thousand Two Hundred Twenty Six and 49/100---- ($**2,226.49***) from PRUITT/FISHER CONSTRUCTION CO. ,(principal) in full payment of work performed and or materials supplied by Pacific Fence & Wire Rope Co. , in connection with contract dated February 15, 1985 , contract No. 3170 , project described as N. JEFFERSON INTERCHANGE - N. ALBANY INTERCHANGE, PACIFIC HIGHWAY FENCING.

The undersigned hereby releases the above maned principal PRUITT/FISHER CONSTRUCTION COMPANY, AMWEST SURETY INSURANCE COMPANY, AND KIEWITT PACIFIC from any and all obligations under bond no. 1074247 issued on behalf of Pruitt Fisher Construction Co.

SIGNED AND DATED THIS 7TH DAY OF JANUARY 1986

Joseph Abenbeit
WITNESS

V.P. + Treas.
WITNESS

Stephen Brindley

SALES
TITLE

RECEIVED
MAR 5 - 1986
COMMISSION
DEPARTMENT OF

KIEWIT PACIFIC CO.
A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

February 20, 1986

Pacific Fence & Wire Rope Co.
P.O. Box 125
Clackamas, OR 97015

RE: JEFFERSON 36-3170
ODOT Contract 9950

Enclosed is our joint check No. 847038 in the amount of $2,226.49 for Pruitt Fisher Construction Co.'s account. Please note that Pruitt Fisher has released their interest in this check.

CARL SANDERS

CS/bmm

cc: File

FORM 322 (REV. 8/84)

FIELD DISBURSEMENT ACCOUNT

CO. NO.

COST DISTRIBUTION		
JNL NO.	LINE NO.	VENDOR NO.
CHECK NO.	DATE	COST ACCOUNT
No. 847038		
EQUIP. NO.	EXP. CODE	AMOUNT

FOR HOME OFFICE USE ONLY			
REFERENCE NO	AMOUNT	JOB OR ACCOUNT NO.	DIST. NO.

DETACH HERE BEFORE RELEASING

No. 847038

KIEWIT PACIFIC CO.

PAYING FOR N. Jefferson I/C to N. Albany I/C

DATE 12/30/85

36-3170

Pruitt Fisher Construction Co. and Pacific Fence & Wire Rope Co. **2,226.49***

NON - NEGOTIABLE

LEALON CASSELS

"847038" :1040000291: 901-8-057"

945

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 4, 1986
IN REPLY REFER TO
HFO-OR/380.2

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
W. E. SCHWARTZ

Orig to 3/7

Dear Mr. Rulien:

Portland Cement Concrete Paving
85-IND-1(B)

During the 1985 construction season our Engineers reviewed eight PCC paving projects while construction activities were underway. The projects reviewed were:

North Tigard - South Tigard
North Jefferson - North Albany
North Albany - Lebanon/Corvallis Interchange
Goshen - Cottage Grove
Elkhead Road - Rice Hill
Banfield Freeway
North Powder - Baldock Slough
Columbia River Br. - Umatilla River

The following findings and recommendations are presented for your consideration. While these deficiencies were not common to all projects they were encountered often enough to warrant your attention.

1. FINDINGS

Project personnel (State and Contractor) were not always aware of the contract requirements and the importance of certain practices such as mix consistency, timely sawing, preparation of area for slip form paving equipment to operate on, construction joint construction, timely texturing, water application during the finishing process, etc.

RECOMMENDATIONS

Contract provisions should include a requirement for a pre-paving conference involving State and contractor personnel similar to that required for AC paving. A PCC inspector refresher course should also be developed and conducted for all project personnel assigned to PCC paving projects.

2. FINDINGS

Tie bars between adjacent concrete panels poured separately were being inserted in the plastic concrete. This oftentimes resulted in undesirable edge slump, poor positioning of the tie bars, and unsatisfactory bond between the tie bar and the concrete.

RECOMMENDATION

Require the tie bars to be installed by drilling and epoxying into the hardened concrete prior to pouring the adjacent panel.

3. FINDINGS

Sawing of the longitudinal joint was not always being accomplished in a timely manner. Some pavement segments remain unsawed several months after completion. Other pavements have random longitudinal cracks near centerline which is an indicator of late sawing of the centerline joint.

RECOMMENDATIONS

The contractor should be required to saw the centerline joint in a timely manner as set forth in the contract. Concrete placement should not be allowed unless the contractor has sufficient sawing equipment and personnel available to accomplish necessary sawing in accordance with contract specifications. Project personnel should be made aware of the importance of timely sawing and instructed to strictly enforce contract requirements.

4. FINDINGS

The specifications provide for the surface texture to meet the texture of a standard reference block. This standard reference block was not found on most projects.

RECOMMENDATIONS

This specification requirement, if considered necessary, should be enforced. Otherwise, this specification requirement should be eliminated.

5. FINDINGS

Excessive water was being applied to the concrete surface during finishing operations. On one project water was being applied from spray nozzles installed on the float finishing machine. Excessive water is highly detrimental to the durability of the surface mortar.

RECOMMENDATIONS

Specification requirements should be strictly enforced regarding application of water during the finishing process.

6. FINDINGS

An unusual amount of grinding is required to obtain the specified smoothness. This appears to be a result of several things,such as; spreading and finishing with a single machine, poorly prepared grades on which the slip form paving equipment must travel, inconsistency of the concrete mix, and end dumping directly into the spreading and finishing machines.

RECOMMENDATIONS

Require two machines - one for spreading and the second for finishing. Enforce contract specifications concerning preparation of the area on which the slip form paving equipment operates. Obtain mix consistency by requiring strict control of the mix ingredients by the contractor. Require the plastic concrete be deposited by side conveyor. (Let's get back to the good old days when specified pavement smoothness was easily obtained without grinding, except at an occasional construction joint.)

7. FINDINGS

Traffic was allowed on new PCC pavement prior to obtaining the specified smoothness. The impact loadings caused by rough pavement are highly detrimental to pavement performance and particularly so when applied to partially cured pavements.

RECOMMENDATIONS

Traffic should not be allowed on the new pavements until a specified smoothness is obtained.

8. FINDINGS

Length of stages were too restrictive under most project conditions. In some cases contract changes were allowed to lengthen the stages providing for fewer stops, less traffic interruption, and more timely completeness of the construction work.

RECOMMENDATIONS

Based on experience to date it appears the length of the stages can be significantly increased without adversely affecting traffic operation. More consideration should be given during project

development to tailor the length of the stages to conditions associated with each individual project.

9. FINDINGS

Twenty six foot wide concrete ramps were constructed in four foot, 16 foot and six foot panels. The sixteen foot panel was then sawed at 12 feet, resulting in two four foot panels, a 12 foot panel, and a six foot panel.

RECOMMENDATIONS

Sawing the 16 foot panel into a 12 foot and a four foot panel is not necessary. Future plans should clearly provide for longitudinal joints only at the four and six foot shoulder lines. It is not necessary to provide a longitudinal joint within the 16 foot panel.

Many of the above findings and recommendations have already been discussed with members of your staff, and are in various stages of implementation. All of them are worthy of your consideration and implementation and should significantly benefit pavement performance.

Over the years Oregon has enjoyed outstanding PCC pavement performance results and is considered a national leader in this respect. This success in large part has been due to a strong program involving good design and construction practices. Measures should be taken to continue and reinforce these practices.

Your favorable consideration of our recommendations is requested. We would appreciate a response by April 4, 1986.

Sincerely yours,

Original Signed by
ROBERT E. MATHEWS
Acting Division Administrator

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, Engr)
OSHD (C. O. Fredrickson, Const)
OSHD (D. O. Christensen, Rd Des)
Region HEO-010

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Jefferson – N. Albany Intchg.		WEEK ENDING: February 22, 1986
		SECTION PREFIX: 624-1007
HIGHWAY: Pacific		COUNTY: Marion, Linn
NAME OF JOB: N. Jefferson – N. Albany	KIND OF WORK: PCC Replacement, Paving, Drainage	
CONTRACTOR: Kiewit Pacific Co.	CONTRACT NUMBER: 9950	FEDERAL AID PROJECT NUMBER: IR 5-4(97)
DATE OF CONTRACT: February 15, 1985	DATE WORK STARTED: May 20, 1985	ESTIMATED COMPLETION DATE: November 5, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 250	CALENDAR DAYS USED: 251
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100.4
PROJECT AUTHORIZATION: $ 1,839,067.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
EXCLUSIVE OF ENGINEERING: $ 1,708,289.72	ENGINEERING AUTHORIZATION: $ 130,778.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,650,000.00	This Week: 800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0
	ENGINEERING COST TO DATE: $ 144,300.00	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION: 110.3 %	DATE PROJECT WAS COMPLETED: November 6, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	slabs replaced	
100	100	---	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	XXXXXXXXXX	0		
MONDAY 17	XXXXXXXXXX	0		
TUESDAY 18	XXXXXXXXXX	0		
WEDNESDAY 19	XXXXXXXXXX	0		
THURSDAY 20	XXXXXXXXXX	0		
FRIDAY 21	XXXXXXXXXX	0		
SATURDAY 22	XXXXXXXXXX	0		

CONTR. NO: 9950 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK 2-22-1986

SUNDAY 16	No Activity.
17 MONDAY	No Activity.
18 TUESDAY	No Activity.
19 WEDNESDAY	Meeting with Adhesive Engineering Co. regarding sealing of shrinkage cracks.
20 THURSDAY	No Activity.
21 FRIDAY	Meeting with Concrete Coring Co. regarding sealing of shrinkage cracks.
22 SATURDAY	No Activity.

REMARKS

STATUS: Contractor needs to submit paperwork and misc. certs. Remainder semi-final data to be submitted approximately March 14, 1986.

NEXT WEEK: Contractor plans to start repair of shrinkage cracks and spalls as per P.A. 10 and conversation on 2/15/86. Repair will include several lane closures, possibly 24 hours a day. New project superintendent will be Roland Sorweide.

SIGNED Lee Franklin LOCATION Salem

Lee Franklin, PM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

CL 1986-D084

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 12, 1986

IN REPLY REFER TO
FILE NO. C 6
#9950

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

We have received your Notice of Claim dated January 23, 1986, against the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$4,714.10, including liquidated damages of $497, and interest of $75.40
FOR:	Fringe Benefits due employees of Pruitt-Fisher Construction, Inc.
AGAINST (Prime contractor):	Kiewit Pacific Co.
CONTRACT NO.:	9950
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties
SURETY:	The Aetna Casualty and Surety Company

On January 31, 1986, we received a Release of this claim. We are notifying all interested parties of this action.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kiewit Pacific Co.
P. O. Box 1769
Vancouver, WA 98668

The Aetna Casualty and Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
PR 1

731-0188 (10-80)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

The OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby release the claim for fringe benefits due to the employees of Pruitt-Fisher Construction, Inc., filed on January 23, 1986, which Kiewit Pacific is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, for that project known as North Albany Interchange, OSHD project #9950.

DATED: January 31, 1986

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By _____
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State
Kiewit Pacific
Pruitt-Fisher Construction

RECEIVED
FEB - 4 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transprotation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Pruitt-Fisher Construction, Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $4,714.10 which includes liquidated damages of $497.00, interest in the amount of $75.40 against Bond No. (unknown), issued on (unknown), which Kiewit Pacific is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as North Albany Interchange.

Project #9950

DATED: January 23, 1986

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State
Kiewit Pacific
Pruitt-Fisher Construction

RECEIVED
JAN 27 1986
COMMISSION SERVICES

CL 1986-00064

9950

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 27, 1986

CON 5
#9950 IN REPLY REFER TO FILE NO.

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gilbertson, Brownstein, Rask,
Sweeney, Kerr & Grim
Attorneys at Law
1200 S.W. Main Building
Portland, OR 97205

Attention: James D. Hughes

We have received the Notice of Claim filed on behalf of Pacific Fence and Wire Company against the following Highway Division contract:

FILED BY:	Pacific Fence and Wire Company
AMOUNT:	$3,357.04
FOR:	Fencing materials
AGAINST (Prime contractor)	Kiewit Pacific Co.
SUBCONTRACTOR:	Pruitt-Fisher Construction, Inc.
CONTRACT NO.:	9950
PROJECT:	N. Jefferson Interchange- N. Albany Interchange Section, Pacific Highway in Marion and Linn Counties
SURETY:	The Aetna Casualty and Surety Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kiewit Pacific Co.
P.O. Box 1769
Vancouver, WA 98668

The Aetna Casualty and Surety Co.
Bond Department
200 Market Bldg. Suite 1500
200 Market Street
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86 cc

7380.4M AR

NOTICE OF CLAIM

TO: Robert W. Gormsen
Oregon Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97310

Secretary of State
Public Records Section
Capitol Building
Salem, Oregon 97310

TO WHOM THIS MAY CONCERN:

Notice is hereby given that the undersigned Pacific Fence and Wire Company, by and through its undersigned attorney, James D. Hughes, has a claim for fencing materials furnished by said claimant in the sum of $3,357.04 against the bond taken from Pruitt-Fisher Construction, Inc., as principal and Amwest Surety Insurance Company, as surety, for the work of "fencing (Type II and Chain Link; Pacific Highway Contract No. 9950)", for the Oregon Department of Transportation.

GILBERTSON, BROWNSTEIN, RASK,
SWEENEY, KERR & GRIM

James D. Hughes - OSB #82287
Of Attorneys for
Pacific Fence and Wire Company

Attachments:

Copy of "Performance and Payment Bond" and Rider
Pacific Fence and Wire Invoices

Total of Invoices:	$20,970.04
Less Payment	17,613.00 *
Claim	$ 3,357.04

*Payment on 10-7-85; paid jointly to Kiewitt and Claimant

cc Kiewitt-Pacific Co. (w/enc.)
AmWest Surety Insurance Co. (w/enc.)
Pacific Fence and Wire Company (w/enc.)
Andrew P. Kerr, Esq. (w/o enc.)

AMWEST SURETY INSURANCE CO
P.O. Box 4500
Woodland Hills, CA 91365
(818) 704-1111

No. 90684

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That AMWEST SURETY INSURANCE COMPANY, A CALIFORNIA CORPORATION does hereby make, constitute and appoint KRISTINE T. NIEDER AND/OR DOROTHY M. McDONALD

its true and lawful Attorney(s)-in-Fact, with full power and authority for and on behalf of the company as surety, to execute and deliver and affix the seal of the company thereto if a seal is required, bonds, undertakings, recognizances or other written obligations in the nature thereof, as follows

BID, CONTRACT & SUBDIVISION BONDS UP TO AND INCLUDING $400,000.00

and to bind AMWEST SURETY INSURANCE COMPANY thereby, and all of the acts of said Attorneys-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This appointment is made under and by authority of the following provisions of the By-Laws of the company, which are now in full force and effect:

Article III, Section 7 of the By-Laws of AMWEST SURETY INSURANCE COMPANY

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolutions adopted by the board of directors of AMWEST SURETY INSURANCE COMPANY at a meeting duly held on December 15, 1975.

RESOLVED that the president or any vice president, in conjunction with the secretary or any assistant secretary, may appoint attorneys-in-fact or agents with authority as defined or limited in the instrument evidencing the appointment in each case, for and on behalf of the company to execute and deliver and affix the seal of the company to bonds, undertakings, recognizances, and suretyship obligations of all kinds; and said officers may remove any such attorney-in-fact or agent and revoke any power of attorney previously granted to such person.

RESOLVED FURTHER that any bond, undertaking, recognizance, or suretyship obligation shall be valid and binding upon the company

(i) when signed by the president or any vice president and attested and sealed (if a seal be required) by any secretary or assistant secretary, or

(ii) when signed by the president or any vice president or secretary or assistant secretary, and countersigned and sealed (if a seal be required) by a duly authorized attorney-in-fact or agent; or

(iii) when duly executed and sealed (if a seal be required) by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority evidenced by the power of attorney issued by the company to such person or persons.

RESOLVED FURTHER that the signature of any authorized officer and the seal of the company may be affixed by facsimile to any power of attorney or certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the company; and such signature and seal when so used shall have the same force and effect as though manually affixed.

IN WITNESS WHEREOF, AMWEST SURETY INSURANCE COMPANY has caused these presents to be signed by its proper officer, and its corporate seal to be hereunto affixed this 8th day of June 1984.

AMWEST SURETY INSURANCE COMPANY

Richard H. Savage, President

Catherine Thompson, Secretary

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES – ss

On this 6th day of June A.D., 1984, personally came before me Richard H. Savage and Catherine Thompson to me known to be the individuals and officers of AMWEST SURETY INSURANCE COMPANY, CALIFORNIA who executed the above instrument, and they each acknowledged the execution of the same, and being by me duly sworn, did severally depose and say: that they are the said officers of the corporation aforesaid, and that the seal affixed to the above instrument is the seal of the corporation, and that said corporate seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority of the board of directors of said corporation.

OFFICIAL SEAL
PAMELA J. SCOTT
NOTARY PUBLIC CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Apr 28, 1987

(SEAL)

Pamela J. Scott, Notary Public

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES – ss

CERTIFICATE

I, the undersigned, _____ secretary of the AMWEST SURETY INSURANCE COMPANY, a California corporation, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney remains in full force and has not been revoked, and furthermore, that the provisions of the By-Laws of the company and the Resolutions of the board of directors set forth in the Power of Attorney, are now in force.

Signed and sealed at Portland, Oregon this 17 day of May 19 85.

AW-2

Catherine Thompson, Secretary

AMWEST SURETY INSURANCE CO.
P.O. Box 4500
Woodland Hills, CA 91365
(818) 704-1111

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That AMWEST SURETY INSURANCE COMPANY, A CALIFORNIA CORPORATION does hereby make, constitute and appoint

Kristine T. Nieder and Dorothy M. McDonald

its true and lawful Attorney(s)-in-Fact, with full power and authority for and on behalf of the company as surety, to execute and deliver and affix the seal of the company thereto if a seal is required, bonds, undertakings, recognizances or other written obligations in the nature thereof, as follows:

Bid, Contract & Subdivision bonds up to and including $400,000.00

and to bind AMWEST SURETY INSURANCE COMPANY thereby, and all of the acts of said Attorneys-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This appointment is made under and by authority of the following provisions of the By-Laws of the company, which are now in full force and effect:

Article III, Section 7 of the By-Laws of AMWEST SURETY INSURANCE COMPANY

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolutions adopted by the board of directors of AMWEST SURETY INSURANCE COMPANY at a meeting duly held on December 15, 1975:

RESOLVED that the president or any vice-president, in conjunction with the secretary or any assistant secretary, may appoint attorneys-in-fact or agents with authority as defined or limited in the instrument evidencing the appointment in each case, for and on behalf of the company to execute and deliver and affix the seal of the company to bonds, undertakings, recognizances, and suretyship obligations of all kinds; and said officers may remove any such attorney-in-fact or agent and revoke any power of attorney previously granted to such person.

RESOLVED FURTHER that any bond, undertaking, recognizance, or suretyship obligation shall be valid and binding upon the company

(i) when signed by the president or any vice-president and attested and sealed (if a seal be required) by any secretary or assistant secretary; or

(ii) when signed by the president or any vice-president or secretary or assistant secretary, and countersigned and sealed (if a seal be required) by a duly authorized attorney-in-fact or agent; or

(iii) when duly executed and sealed (if a seal be required) by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority evidenced by the power of attorney issued by the company to such person or persons.

RESOLVED FURTHER that the signature of any authorized officer and the seal of the company may be affixed by facsimile to any power of attorney or certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the company; and such signature and seal when so used shall have the same force and effect as though manually affixed.

IN WITNESS WHEREOF, AMWEST SURETY INSURANCE COMPANY has caused these presents to be signed by its proper officer, and its corporate seal to be hereunto affixed this 1st day of April 19 85

AMWEST SURETY INSURANCE COMPANY

Gary R. Peterson
Gary R. Peterson, President

Karen G. Cohen
Karen G. Cohen, Secretary

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES — ss

On this 1st day of April A.D., 19 85 personally came before me Gary R. Peterson and Karen G. Cohen to me known to be the individuals and officers of AMWEST SURETY INSURANCE COMPANY, CALIFORNIA who executed the above instrument, and they each acknowledged the execution of the same, and being by me duly sworn, did severally depose and say: that they are the said officers of the corporation aforesaid, and that the seal affixed to the above instrument is the seal of the corporation, and that said corporate seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority of the board of directors of said corporation.

OFFICIAL SEAL
Georgann McCrosson
NOTARY PUBLIC — CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Feb. 24, 1988

(SEAL)

Georgann McCrosson
Notary Public

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES — ss

CERTIFICATE

I, the undersigned, _____ secretary of the AMWEST SURETY INSURANCE COMPANY, a California corporation, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney remains in full force and has not been revoked, and furthermore, that the provisions of the By-Laws of the company and the Resolutions of the board of directors set forth in the Power of Attorney, are now in force.

Signed and sealed at Portland, Oregon this 10 day of June 19 85

Karen G. Cohen
Karen G. Cohen, Secretary

XP PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK: SB
ORDER OK:

DATE: 7-9-85
CUST. P.O. #: PHONE
BUYER: Terri PHONE #:
SALESMAN: DW TERMS:
INVOICE NO.: 6022 CUST. NO. 1212
SHIP VIA: W/C -
BILL TO: Irwin-Fisher
SHIP TO:
ADDRESS:
SC 9750
CITY: STATE:
ZIP: SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
'01	"C" Rail Ends	40	.84	33 20
	NOTE - THIS ITEM WAS ADDED TO PREV INV. #1203 BUT DID NOT APPEAR WHEN INVOICED:			
	V			
RECEIVED BY:	DATE:		TOTAL	

Claims for material shortages must be made within 10 days after receipt of goods.
Goods returned subject to 15% restocking charge.
NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT.
Minimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. If the services of an attorney, or agency are required for collection, all such fees will be chargeable to purchaser.

XP PACIFIC
FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK

7-23-93

DATE: 7/23/93

CUST. P.O. # PHONE

BUYER: [redacted] PHONE # 756-416

SALESMAN: DM TERMS: 1% 10 NET

INVOICE NO.: "B" 12433 CUST. NO. 1312

SHIP VIA: LEATHAM - PREPAID

BILL TO: PACIFIC - FISHER COAST

SHIP TO:

ADDRESS: PO BOX 621

SC 9350

CITY: COOS BAY STATE: OR

V 16.15407

ZIP: 97420 SHIP WHEN:

WT. 300.00

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
1-03023	6'2/11 (20) B-K	4200'	.5771	2570 00
1-BE3	510 "C" 16'E"	450	11.89	5350 50
—	2 3/8"x4' Diam. Sch. 40	20		
1-L32	"C" SET TOP RAIL 12 x 20 (40 PC)	800'	.81	648 00
1-L05	510 "C" EYE TOP	450	1.21	544 50
5-HV276	2"E" HVY. BRACE BAND	100	.4149	41 49
1-HV276	2"E" HVY. TENSION BAND	100	.385	38 50
1-L65	"C" RAIL END	100	.8237	82 37
1-LR126	3/8" x 12' TRUSS RODS	80	2.51	200 80
1-R500	TRUSS ROD TIGHTENERS	80	.49	39 20
1-L29	"C" RAIL END LONG	100	.3734	37 34
3-C002	6' TENSION BARS "C"	40	1.95	78 00
1-09AN	9 GA. ALUM HOG RINGS	15#	3.87	38 03
1-T625	2 1/4" ALUM. TIES	230	.028	64 40
1-3625	3/8" x 1 1/4" NEB	400	.0637	25 48
1-L65	"C" RAIL END	40	.8237	32 90
1-L29	"C" RAIL END LONG	40	.3734	14 94
1-P226	1 7/8" RS POST CAPS	20	.594	11 88
1-BB32	B32-6-12 1/2 CLASS III	22	68.22	1500 84
1-13366	#133 x 6'6" TOP W/CLIP	425	2.51	1066 75
1-C340	4pt. CLASS III BARB WIRE	17	44.00	748 00
			TOTAL	$8,154 07

RECEIVED BY: DATE:

[redacted] for material shortages must be made within 10 days after [redacted] of goods.
[redacted] subject to 15% restocking charge.
[redacted] ACCEPTED FOR RETURN WITHOUT [redacted] CONSENT.
[redacted] sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. I[redacted] services of an attorney, or agency are required for collection, al[redacted]uch fees will be chargeable to purchaser.

7-16-85

XP PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK

DATE: May 1, 1985

CUST. P.O. #

BUYER: Jim PHONE # 756-4166

SALESMAN: 017 TERMS: NET

SHIP VIA: Freight Prepaid

SHIP TO:

OSHD Cont. #9950

INVOICE NO.: 11612 CUST. NO.

BILL TO: Pruitt-Fisher Const. & Kiewitt Pacific

ADDRESS: PO Box 621

CITY: Coos Bay STATE: Oregon

ZIP: 97420 SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
[redacted]				
-2TP70	2 7/8" x 9' dom. sch. 40 post	20	31.26	625 2
[redacted]				

Continued

RECEIVED BY: DATE: TOTAL

...ims for material shortages must be made within 10 days after ...eipt of goods.
...oods returned subject to 15% restocking charge.
) GOODS ACCEPTED FOR RETUR... ...ITHOUT ...UR CONSENT.
...nimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. ... services of an attorney, or agency are required for collection, a... such fees will be chargeable to purchaser.

PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK _____

ORDER OK _____

DATE: May 1, 1985

CUST. P.O. # _____

BUYER: _____ PHONE # _____

SALESMAN: _____ TERMS: _____

SHIP VIA: _____

SHIP TO: _____

INVOICE NO.: _____ CUST. NO. _____

BILL TO: Pruitt-Fisher Const. & Kiewitt Pacific

ADDRESS: _____

CITY: _____ STATE: _____

ZIP: _____ SHIP WHEN: _____

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
[redacted]				
-A2576	1/4"x2 1/2" x 24" x 7'6" painted angle uprights	20	14.95	299 —
-E2078	1/4" x 2" x 2" x 7'8" painted angle braces	38	12.96	492 48
[redacted]				
				$1418 62
	(1) REC'D - TAGGED			
CEIVED BY:	DATE:		TOTAL	

ims for material shortages must be made within 10 days after eipt of goods.
ds returned subject to 15% restocking charge.
GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT.
mum invoice sale $5.00.

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Form 218

PERFORMANCE AND PAYMENT BOND

Bond No. 1074297

Job No. 3170

KNOW ALL MEN BY THESE PRESENTS, that we PRUITT-FISHER CONSTRUCTION CO. P.O. BOX 621, COOS BAY, OR 97420, as Principal, and AMWEST SURETY INSURANCE COMPA 516 S.E. MORRISON ST., PORTLAND, OR 97214, as Surety, are held and firmly bound unto KIEWIT PACIFIC CO., P.O. BOX 1769, VANCOUVER, WA 98668 (hereinafter called the Contractor) in the penal sum of FORTY SEVEN THOUSAND FIVE HUNDRED FORTY FOUR & NO/100- - - - - - - - - - Dollars ($ 47,544.00) for which payment well and truly to be made we do bind ourselves, our heirs, executors, administrators, and assigns, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that:

WHEREAS, the Principal entered into a certain subcontract hereto attached and made a part hereof, with the Contractor, dated FEBRUARY 22, 1985

for FENCING, TYPE 2 & CHAIN LINK

as part of the performance of a contract between the Contractor and OREGON DEPARTMENT OF TRANSPORTATION dated FEBRUARY 15, 1985

for N. JEFFERSON INTERCHANGE-N. ALBANY INTERCHANGE, PACIFIC HIGHWAY CONTRACT #9950

which contract and the specifications therefor shall be deemed a part hereof as fully as if set out herein.

NOW, THEREFORE, if the said Principal shall well and truly perform and fulfill all the undertakings, covenants, terms, conditions and agreements of said subcontract during the original term of said subcontract and any extensions thereof that may be granted by the Contractor, with or without notice to the Surety, and during the life of any guaranty required under the subcontract, and shall also well and truly perform and fulfill all the undertakings, covenants, terms, conditions and agreements of any and all duly authorized additions to and modifications of said subcontract that may hereafter be made, notice of which additions and modifications to the Surety being hereby waived, and shall promptly make payment to all persons supplying the Principal with labor and materials in the prosecution of the work provided for in said subcontract, and any and all duly authorized additions to and modifications of said subcontract that may hereafter be made, and shall promptly pay all other obligations incurred by the Principal in connection with such work, then this obligation to be void; otherwise to remain in full force and effect.

AMWEST SURETY INSURANCE COMPANY

A STOCK COMPANY

HOME OFFICE — LOS ANGELES, CALIFORNIA

SURETY RIDER

To be attached to and form a part of Bond No. 1074297 in the amount of $ 47,544.00

on behalf of PRUITT/FISHER CONSTRUCTION

as Principal and executed by AMWEST SURETY INSURANCE COMPANY as Surety

in favor of KIEWIT PACIFIC CO.

effective date of change MAY 17, 1985

In consideration of the mutual agreements herein contained the Principal and the Surety hereby consent to changing

THE NAME OF THE PRINCIPAL

From:

PRUITT/FISHER CONSTRUCTION

To:

PRUITT/FISHER CONSTRUCTION, INC.

Nothing herein contained shall vary, alter or extend any provision or condition of this bond except as herein expressly stated. Signed, Sealed & Dated this 10 day of JUNE 19 85.

PRUITT/FISHER CONSTRUCTION, INC.

By _____

AMWEST SURETY INSURANCE COMPANY

By Dorothy M. McDonald

DOROTHY M. McDONALD Attorney-in-Fact

ASI-107 10-00 ...

INVOICE

KD PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:
1212 PRUITT-FISHER
P.O. BOX 321
[illegible]

SHIP TO:
OSHD CONT. #9950

INVOICE NO.
11612-1
INVOICE DATE
AUG 9, 1985

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
05/ 1/85		07/23/85	PP	11612	017	NET	1

QUAN ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
[illegible]	20.000		[illegible] 7' STD. CUT POST	1042.00	37.0000	31.2400	EA.	625.20
[illegible]	20.000		[illegible] 2.5 X 2.5 X 7'8" PTD ANGL PST	621.00	31.1000	14.9500	EA.	299.00
38.000	38.000		[illegible] 2 X 2 X 7'8" PTD ANGLE POST [illegible]	948.48	26.5000	12.9600	EA.	492.

NOTICE A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
2612	.00	0.00	1,416.68

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

D TO:
212 PRUITT-FISHER
P.O. BOX 62[illegible]
COOS BAY, OREGON 97420

SHIP TO:
SC9950

INVOICE NO.
82427-1
INVOICE DATE
AUG 9, 1985

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
07/23/85	MARK	07/23/85	PP	B2433	017	1% 10 NET 30	1

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
1.000	1.000		I PER MATERIALS QUOTED THANK YOU!	0.00	[illegible]	[illegible]	LS	13,154.37

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. No finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
	.00	0.00	13,154.37

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT

XP PACIFIC
FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK

DATE: September 9, 1985

CUST. P.O. # Phone

BUYER: Jim Pruitt PHONE # 756-4166

SALESMAN: 017 TERMS: 1% 10, Net 30

SHIP VIA: Will Call

SHIP TO:

SC 9950

INVOICE NO.: 12803 CUST. NO. 1212

BILL TO: Pruitt-Fisher Const. & Kiewitt Pacific

ADDRESS: PO Box 621

CITY: Coos Bay STATE: Oregon

ZIP: 97420 SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
-2782	2 7/8" x 21' Domestic 2 Oz. pipe	105 ft.	3.26	342 30
11,63	"C" Sect. Brace Rail	400 ft.	.89	356 00
-0525	2 7/8" Post Caps	10	.59	5 90.
-6002	6' Tension bars "C"	20	1.95	39 00.
-4425	2 7/8" Hvy. Brace Bands	100	.39	39 00.
-4425	2 7/8" Hvy. Tension Bands	100	.4149	41 49.
11,28	"C" Brace Bands	60	.38	22 80.
-3625	3/8" x 1½" nut & bolt	200	.08	16 00.
-5125	5/16" x 1½" nut & bolt	60	.06	3 60.
-1244	3/8" x 12' truss rods	20	2.31	50 80
-1601	truss rod tightners	20	.49	9 80.
				$926 09

V -

RECEIVED BY: DATE: TOTAL

ims for material shortages must be made within 10 days after eipt of goods.
ods returned subject to 15% restocking charge.
GOODS ACCEPTED FOR RETURN WITHOUT C''S CONSENT.
nimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. If services of an attorney, or agency are required for collection, all ch fees will be chargeable to purchaser.

PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK SB

DATE: 9-23-85

CUST. P.O. # VERBAL

BUYER: Tim PHONE #

SALESMAN: DIT TERMS

SHIP VIA: Will Call

SHIP TO:

SC 9950

INVOICE NO.: 22827 CUST. NO. 1212

BILL TO: Prewitt Fisher

ADDRESS:

CITY: STATE:

ZIP: SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
C-02312	7 GA Tension Wire	800'	.55	$440 00

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:

1212 PRUITT-FISHER
P.O. BOX [illegible]

SHIP TO:

SC 9950

INVOICE NO.
12[illegible]
INVOICE DATE
OCT 26, 19[illegible]

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
9/23/82		[illegible]	W/C	1297	[illegible]	[illegible] NET [illegible]	[illegible]

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
			[illegible] [illegible] CLS 3 MARSHALL TEN WIRE [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DU
[illegible]	[illegible]	[illegible]	[illegible]

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:
1212 PRUITT-FISHER
P. O. BOX 421
[illegible] BAY, OREGON 97420

SHIP TO:
ST 9950

INVOICE NO.
12803-1
INVOICE DATE
OCT 29, 1[illegible]

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAG
[illegible]		[illegible]	[illegible]	12803	[illegible]	1% 10 NET 30	2

QUAN ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
[illegible]	[illegible]		[illegible] BOLTS	[illegible]	[illegible]	[illegible]	EA.	2.
[illegible]	[illegible]		FT-0214 3/4 X 12" [illegible] RODS	[illegible]	[illegible]	2.5100	EA.	5
[illegible]	20.000		[illegible] 2ND. TRUSS TENSION	11.32	[illegible]	.4900	EA.	9.
342.	342.000		[illegible] 2 7/8 STEEL PIPE [illegible]	[illegible]	[illegible]	1.0000	EA	342.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DU
233	.00	0.00	926.

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:

[illegible] PRUITT-FISHER
P.O. BOX 621
[illegible] BAY, OREGON 9742[illegible]

SHIP TO:

[illegible]

INVOICE
125[illegible]
INVOICE DAT[illegible]
OCT 26, 1[illegible]
PA[illegible]

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS

QUAN ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	356.
[illegible]	[illegible]		[illegible]	4.[illegible]	1.[illegible]	.59[illegible]	EA.	5.
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		6" HVY. TENSION [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	.39[illegible]	EA.	39.
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32.
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE D[illegible]
			[illegible]

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:
1212 PRUITT-FISHER
P.O. BOX 621
[illegible] BAY, OREGON 7[illegible]

SHIP TO:
SC 9950

INVOICE NO.
13022-1
INVOICE DATE
OCT 29, 1985

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
09/09/85		10 [illegible]/85	W/C	13022	[illegible]	1% 10 NET 30	1

QTY ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
40.000	40.000		401 [illegible] BALL ENDS [illegible] 9001	[illegible]	[illegible]	[illegible]	EA	33.20

TICE. A finance charge of 1½% per month is added to counts not paid within 30 days from the date of invoice ich is an **ANNUAL PERCENTAGE RATE** of 18%. e finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
	.00	[illegible]	33.20

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT

9950

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

NOTED
E. S. HUNTER

RECEIVED
TAT HWY ENGR
JAN 21 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to File No.:

CON 5

DATE: January 14, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-4(97)234

Contract 9950, Work Completed 11-6-85

Project N. Jefferson Interchange-N. Albany Interchange

Highway Pacific

County Marion and Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Dec. 9, 1985

for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
JAN 16 1986

734-2023 (2-85)

9950

file

Mc Gavic & Boyd, P.C.
ATTORNEYS AT LAW
700 COUNTRY CLUB
EUGENE, OREGON 97401

DERRICK E. Mc GAVIC
KEITH Y. BOYD
ANN BUNNENBERG
R. A. CARLSON

TELEPHONE
(503) 485-4555

December 20, 1985

#9950

Raymond B. Roth
Kiewit Pacific Co.
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Re: Master Halco, Inc. vs. Pruitt-Fisher Construction

Dear Mr. Roth:

Thank you very much for your letter of October 28, 1985. I apologize for the delay in responding to it, but I was out of town.

Our client is forwarding to us copies of it complete original file. However, in discussions over the telephone with the client, they advised me that the major items on the outstanding invoices were all picked up the debtor at the client's place of business in Portland, Oregon. I am assuming that our basis for believing that these project materials went into the referenced highway contract probably originated with the debtor. I am, therefore, sending a copy of this letter to the debtor with a request that he immediately respond and advise us where did the materials go from Master Halco, Inc.

We will advise accordingly.

As soon as we know for sure one way or the other, we will take appropriate actions to clear the account and the bond claim.

Trusting you find the above in order, I remain.

Very truly yours,

Derrick E. Mc Gavic

DEM/dah
cc: Robert W. Gormsen
Pruitt-Fisher Construction, Inc.
Mark Fisher
Jim Pruitt

no response rec.

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9950

KIEWIT PACIFIC CO.

ESTABLISHED 1884

One Thousand Kiewit Plaza
Omaha, Nebraska 68131

402/342-2052
TWX 9106220292

October 28, 1985

Oregon Highway Commission
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Garmsen

Re: Contract No. 9950
Claim of Master Halco Inc.
Dated October 7, 1985

Dear Mr. Garmsen:

Enclosed is a copy of our letter to the attorney for Master Halco Inc. with regard to this claim. Our Project Superintendent called both Master Halco Inc. and the attorney's office and found neither party willing to provide any material information relative to the claim. The only information that was provided was that the materials were delivered in April and May of this year. As our subcontractor, Pruitt Fisher Construction Inc. began working in September, 1985 and all their materials have been delivered by Pacific Fence and Wire Company.

Based upon the foregoing, we have concerns regarding the validity of the claim of Master Halco Inc. without some proof as to the use of their material on our project.

Very truly yours,

Raymond B. Roth
Counsel

RBR:cd

cc: Aetna Casualty
Kiewit Pacific Co., Vancouver, WA
Kiewit Pacific Co., Albany, OR

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. rec. as claim filed here

KIEWIT PACIFIC CO.
ESTABLISHED 1884

One Thousand Kiewit Plaza
Omaha, Nebraska 68131

402/342-2052
TWX 9106220292

October 28, 1985

Pruitt Fisher Construction, Inc.
P.O. Box 621
Coos Bay, Oregon 97420

Re: Master Halco Claim of $12,705.69 + Interest

Gentlemen:

Enclosed is a copy of the letter we received from Derrick E. Mc Gavic, attorney for Master Halco Inc. regarding a claim made against our bond for materials allegedly provided to you on our contract. Your obligations under Sections 11 and 12 of our subcontract dated February 22, 1985 are clear. In accordance with Section 3 of the contract, we will withhold a sum sufficient to protect us against loss due to this claim until such time as we receive a release from this supplier or evidence satisfactory to us that this supplier has been paid or that the claim is otherwise invalid.

By copy of this letter to your bonding company, we have placed them on notice that we look to them for coverage in the event that this claim results in any cost or loss to us.

Very truly yours,

Raymond B. Roth

Raymond B. Roth
Counsel

RBR:cd

Enclosure

cc: Am West Surety Insurance Company
Aetna Casualty
Kiewit Pacific Co., Vancouver, WA
Kiewit Pacific Co., Albany, OR
Oregon Highway Commission

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KIEWIT PACIFIC CO.

ESTABLISHED 1884

One Thousand Kiewit Plaza
Omaha, Nebraska 68131

402/342-2052
TWX 9106220292

October 28, 1985

Mc Gavic & Boyd, P.C.
Attorneys at Law
700 Country Club
Eugene, Oregon 97401

Attention: Mr. Mc Gavic

Re: Your Client Master Halco Inc.

Dear Mr. Mc Gavic:

Your letter of October 7, 1985 to the Oregon Highway Commission has been forwarded to me. With respect to your client's claim, we request that you provide us with information as to your client's claim against Pruitt Fisher Construction, our subcontractor on Contract No. 9950. We would appreciate a copy of all statements, bills of lading, delivery tickets, descriptions of materials and the like so that we may verify that your client's materials were in fact used on our contract.

We would appreciate receiving your client's supportive materials at your earliest convenience.

Should you have any questions, please do not hesitate to contact the undersigned at the Omaha office.

Very truly yours,

Raymond B. Roth
Counsel

RBR:cd

cc: Aetna Casualty
Kiewit Pacific Co., Vancouver, WA
Kiewit Pacific Co., Albany, OR
Oregon Highway Commission
Commission Services Department
Attention: Robert Garmsen

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0181

9950

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 18, 1985

Mc Gavic & Boyd, P. C.
Attorneys at Law
700 Country Club
Eugene, OR 97401

CON 5
#9950

IN REPLY REFER TO FILE NO.:

Attention: Derrick E. Mc Gavic

This will acknowledge your letter of October 7, 1985, on behalf of Master-Halco, Inc., filing a claim on the following Highway Division contract:

FILED BY:	Master-Halco, Inc.
AMOUNT:	$12,705.69 plus interest until paid
FOR:	Labor and materials
AGAINST (Prime contractor):	Kiewit Pacific Co.
SUBCONTRACTOR:	Pruitt-Fisher Construction
CONTRACT NO.:	9950
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties
SURETY:	The Aetna Casualty & Surety Company

NOTED ON CARD
11-19-85 BK

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kiewit Pacific Co.
P.O. Box 1769
Vancouver, WA 98668

The Aetna Casualty and Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mc GAVIC & BOYD, P.C.
ATTORNEYS AT LAW
700 COUNTRY CLUB
EUGENE, OREGON 97401

DERRICK E. Mc GAVIC
KEITH Y. BOYD
ANN BUNNENBERG

TELEPHONE
(503) 485-4555

October 7, 1985

Oregon Highway Commission
Commission Services
Room 121 Transportation Bldg.
Salem, Oregon 97310

Re: Master-Halco, Inc. vs. Pruitt-Fisher Construction (Jim Pruitt and Mike Fisher); Contract No. 9950; Unpaid Amount $12,705.69 plus interest at 18% per annum from August 24, 1985, until paid

Attention: Robert Garmsen

Confirming and supplementing our telephone conversation of this date, I represent Master-Halco, Inc. with respect to its claim against Pruitt-Fisher Construction, a sub-contractor of Kiewit Pacific Co on Contract No. 9950 on Interstate 5 at the North Jefferson interchange.

Master-Halco, Inc. is a supplier to the sub-contractor and last received payment of $215.44 on its unpaid account on June 26, 1985. Needless to say, it is deeply concerned.

I would appreciate your treating this letter as notice of claim against the payment and performance bond issued by Aetna with respect to this job and by a copy of this letter to Kiewit Pacific Co give it notice of the claim and by a copy of this letter to Pruitt-Fisher Construction, make demand for the immediate payment in full.

The check should be payable to Master-Halco, Inc. AND SENT TO THIS OFFICE for further processing. Please assist in filing the appropriate documents with the Secretary of State of the State of Oregon pursuant to the statute.

In the event that payment or good cause for non-payment is not forthcoming forthwith, it will be necessary for my client to consider the institution of legal action to perfect its rights.

Thank you very much for your courtesy and cooperation. I remain.

Very truly yours,

Derrick E. Mc Gavic

DEM/dah
cc: Aetna Casualty
Kiewit Pacific Co.
Jim Pruitt and Mike Fisher
Pruitt-Fisher Construction
client

RECEIVED
OCT 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion & Linn	Oregon

IN COMPANY WITH

Cliff Lehman, Project Manager

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/11/85	Bill Kappus, Area Engineer	IR-5-4(97)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	77 %	55 %

RECEIVED
STATE HWY ENGR
SEP 24 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
by
9/25

N. JEFFERSON - N. ALBANY
PACIFIC HIGHWAY (I-5)
PCC Replacement, Paving & Drainage

Scope of Inspection:

This inspection included a review of A.C. paving operation and drainage work in the S. Jefferson Interchange.

Work Completed:

Slab removal and replacement has been completed. Longitudinal drainage work has also been completed.

Work in Progress:

A.C. paving and ditch excavation was underway during this inspection.

Comments:

The base lift of A.C. was being placed on the outside travel lane and the shoulder at the North Jefferson end of the project. All trucks observed were covered. Mat temperature behind the paver was 290°. The mat appeared uniform throughout its width. Break-down rolling was being accomplished with a pneumatic-tired roller. Specified compaction was being obtained. Joint sealing and tack application appeared satisfactory. A visit to the A.C. mixing plant and field laboratory followed. The A.C. plant was a batch type plant producing approximately 150 tons of mix per hour. The burner fuel used for heating the aggregates was natural gas. Two "C" valve tests had been made with results of 47 and 80, well above the minimum requirement of 30. Plant mix temperatures were approaching the maximum specified temperature of 325°. A review of the testing and test records at the field laboratory indicated

the production of a reasonably uniform mix with gradation and asphalt content running within specified limits. Mix moisture contents were running below 0.1 percent.

The paving operation required I-5 traffic to be restricted to one travel lane. The transition taper and signing were very good and appear to be functioning safely.

March 11, 1985

CON 5

Kiewit Pacific Company
P. O. Box 1769
Vancouver, WA 98663

#9950

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9950 for paving on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure
cc: The Aetna Casualty and Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Cliff Lehman

KIEWIT PACIFIC CO.
A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

February 12, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN

RE: N. JEFFERSON INTERCHANGE - N. ALBANY INTERCHANGE
Pacific Highway
Marion and Linn Counties

Gentlemen:

To meet the 10% DBE participation for the referenced project, we will use Butler Development Co., 13318 N.E. 4th. Court, Vancouver, WA 98665 as a supplier for the following items:

ITEM #	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
23	Asphalt Cement in Mixture	1230 ton	$180.00/t	$221,400.00
24	Hydrated Lime in Mixture	200 ton	90.40/t	18,080.00
25	Emulsified Asphalt in Seal	34 ton	148.00/t	5,032.00
27	Asphalt in Tack Coat	40 ton	148.00/t	5,920.00
	APPROX. TOTAL SUPPLY AMOUNT			$250,432.00

At the 20% allowances for suppliers, this amounts to $50,086.40 DBE participation.

We will further subcontract to Butler Development Co. the following items:

ITEM #	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
1	Mobilization (partial)		LS	$ 23,500.00
5	Temp. Conc. Barriers Reflectorized	1600 lf	$ 14.00/lf	22,400.00
10	Flaggers	1500 hr	8.00/hr	12,000.00
	APPROXIMATE TOTAL			$ 57,900.00

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

KIEWIT PACIFIC CO.

To Pruitt Fisher Construction Inc., P.O. Box 621, Coos Bay, Oregon 97420 we will Subcontract the following items:

ITEM #	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
47	Type 2 Fence	7000 lf	$ 1.72/lf	$ 12,040.00
48	Cl. 6 Chain Link Fence	4800 lf	7.11/lf	34,128.00
55	Delineators Type 2	40 ea	17.25/ea	690.00
56	Delineators Type 3	20 ea	19.75/ea	395.00
57	Delineators Type 4	30 ea	9.70/ea	291.00
	APPROXIMATE TOTAL			$ 47,544.00

This totals $155,530.40 DBE participation, meeting the ten percent (10%) assigned goal of $155,506.70.

To meet the two percent (2%) WBE participation, we propose to subcontract to Anderson's Erosion Control Inc., Box 205, Junction City, Oregon 97448 the following items:

ITEM #	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
1	Mobilization (partial		LS	408.00
61	Furnish and Plant Shrubs	1572 ea	$ 9.25/ea	$ 14,541.00
62	Topsoil	25 cy	15.00/cy	375.00
63	Bark Mulch	42 unit	130.00/un	5,460.00
	APPROXIMATE TOTAL			$ 20,784.00

Further, we shall subcontract to H_2O Contractors, P.O. Box 771, Springfield, Oregon 97477 the following items:

ITEM #	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
11	Temporary Striping	83,000 lf	$ 0.10/lf	$ 8,300.00
12	Stripe Removal	4,000 lf	0.55/lf	2,200.00
	APPROXIMATE TOTAL			$10,500.00

This totals $31,284.00 WBE participation, meeting the two percent (2%) assigned goal of $31,101.34.

Very truly yours,

Lealon Cassels

LEALON CASSELS
General Superintendent
Northwest District

LC/mkh
cc: File

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON 21-2
I-5, E.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 22, 1985

FEDERAL AID PROJECT NO. IR-5-4(97)234

N. JEFFERSON INTERCHANGE-N. ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
LINN AND MARION COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 515+00 to Sta. 1044+00)

Mobilization	Lump Sum	All	Lump Sum	$ 150,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	440	10.00	4,400.00
Temporary Barricades	Each	4	100.00	400.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,600	14.00	22,400.00
Moving Temporary Concrete Barriers	Lin. Ft.	3,000	3.00	9,000.00
Temporary Impact Barriers	Each	1	2,000.00	2,000.00
Temporary Plastic Safety Markers	Each	25	40.00	1,000.00
Sequential Arrow Signs	Each	1	3,000.00	3,000.00
Flaggers	Hour	1,500	12.00	18,000.00
Temporary Striping	Lin. Ft.	83,000	0.10	8,300.00
Stripe Removal	Lin. Ft.	4,000	0.50	2,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	10,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	60,000.00
Embankment in Place	Cu. Yd.	4,698	4.00	18,792.00
Watering	M-Gal.	200	15.00	3,000.00
Aggregate Shoulders	Ton	4,350	6.00	26,100.00
Cement Treated Base Mixture	Ton	2,200	20.00	44,000.00
Portland Cement in CTB Mixutre	Ton	120	80.00	9,600.00
Class "B" Asphalt Concrete Mixture	Ton	15,400	16.00	246,400.00
Class "E" Asphalt Concrete Mixture	Ton	2,100	17.00	35,700.00
Class "B" Asphalt Concrete Mixture in Leveling	Ton	2,300	18.00	41,400.00
Asphalt Cement in Mixture	Ton	1,230	190.00	233,700.00
Hydrated Lime in Mixture	Ton	200	90.00	18,000.00
Emulsified Asphalt in Seal Coat	Ton	34	200.00	6,800.00
Aggregate in Seal Coat	Ton	242	19.00	4,598.00
Asphalt in Tack Coat	Ton	40	190.00	7,600.00

Reinforced Concrete Pavement, Early Set	Sq. Yd.	4,400	30.00	132,000.00
Longitudinal Joint Sealing	Mile	14.2	1,600.00	22,720.00
Tranverse Joint Sealing	Lin. Ft.	15,000	4.00	60,000.00
Membrane Waterproofing	Sq. Yd.	1,150	9.00	10,395.00
3-inch Culvert Pipe	Lin. Ft.	2,936	2.50	7,340.00
18-inch Culvert Pipe	Lin. Ft.	8	30.00	240.00
24-inch Culvert Pipe	Lin. Ft.	84	26.00	2,184.00
48-inch Culvert Pipe	Lin. Ft.	8	70.00	560.00
Concrete Inlets, Type M-E	Each	3	1,000.00	3,000.00
3-inch Drain Pipe	Lin. Ft.	50,374	2.00	100,748.00
Crushed Drain Material	Cu. Yd.	1,807	8.00	14,456.00
Protection Blocks	Each	124	60.00	7,440.00
Guard Rail, Type 2A	Lin. Ft.	5,325	12.00	63,900.00
Guard Rail, Type 3	Lin. Ft.	100	25.00	2,500.00
Guard Rail Anchors, Type 1	Each	18	300.00	5,400.00
Guard Rail Anchors, Type 1 Modified	Each	23	250.00	5,750.00
Rail End Pieces, Type B	Each	9	40.00	360.00
Rail End Pieces, Type C	Each	16	75.00	1,200.00
Bridge Connections	Each	9	500.00	4,500.00
Type 2 Fence	Lin. Ft.	7,000	1.50	10,500.00
CL-6 Chain Link Fence	Lin. Ft.	4,800	7.00	33,600.00
Extra for Asphalt Approaches	Each	38	200.00	7,600.00
Concrete Barrier	Lin. Ft.	538	6.00	3,228.00
Paved Culvert End Slopes	Sq. Ft.	304	7.00	2,128.00
Drainage Curbs	Lin. Ft.	300	3.00	900.00
Geotextile Fabric in Drains	Sq. Yd.	29,270	0.90	26,343.00
Delineators, Type 2	Each	40	22.00	880.00
Delineators, Type 3	Each	20	26.00	520.00
Delineators, Type 4	Each	30	11.00	330.00
Adjusting Inlets	Each	1	300.00	300.00
Inlet Grates, Type 2	Each	1	300.00	300.00
Special Grates	Each	1	1,000.00	1,000.00
Furnishing and Planting Shrubs	Each	1,572	10.00	15,720.00
Topsoil	Cu. Yd.	25	15.00	375.00
Bark Mulch	Unit	42	130.00	5,460.00
				$1,555,067.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 16,200.00
On-the-Job Trainees ($0.80 x 2,000 hr.)	All Required	1,600.00
Railroad Protective Services	All Required	5,700.00
		$ 23,500.00
	SUBTOTAL	$1,578,567.00
	Engineering	197,320.00
	TOTAL	$1,775,887.00

Length of Project ---------- 10.019 miles
Cost of Roadway Per Mile ---------- $177,251.92

RETAIN IN RESERVE

Drainage Work @ S. Jefferson Intchge.	All Required	$ 50,000.00
One Year Plant Establishment	All Required	4,160.00
	SUBTOTAL	$ 54,160.00
	Engineering	6,770.00
	TOTAL	$ 60,930.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,775,887.00	$1,637,722.00	$138,165.00
Reserve	60,930.00	56,189.00	4,741.00
TOTAL	$1,836,817.00	$1,693,911.00	$142,906.00

Group 1: 100%
Contract No. 9950
Prefix: 622-1999 P.E.
Prefix: 624-1924 P.E.
Prefix: 624-1007

Linn County = 62%
Marion County = 38%

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 2,000.00

DDB:pf

CON 21-2,
I-5, E.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 21, 1985

TO: Dale Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
JERALD E. BACKSTRAND

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: N. Jefferson Int.-N. Albany Int. (S.B.) Section
Pacific Highway I-5
Marion and Linn Counties

The letter to you from Richard Kuehn, Final Design Engineer, dated February 6, 1985 identified 14 structures on the roadside inventory being reviewed by the Bridge Section.

All the structures except the Santiam River Bridge at M.P. 40.76 have concrete rails. The rails on this bridge are planned to be replaced under separate contract. This bridge also has three-foot shoulders but because of the type of construction, a steel through truss, it cannot be widened.

Five of the remaining bridges have less than adequate shoulders. Future plans are to widen this section to three lanes each direction and all the bridges would have to be replaced or widened at that time. It is not appropriate to widen these bridges at this time.

We ask your concurrence on this action.

cc E. S. Hunter
R. A. Kuehn
L. E. George
Bill Anhorn

RECEIVED
STATE HWY ENGR
FEB 21 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

CON 21-2
I-5, E

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-4(97)234

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2/21/85

4. PROGRAM NO.:

5. ITEM NO.: 30008

2A. COUNTY NAME: Linn & Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/27/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK

Add railroad protective services

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As part of the PS&E approval requested by Mr. Potter's letter of 12/21/84 and approval 12/27/84 Railroad Protective Services are added to the anticipated items as approved for a TEC of $5,700 with no increase in obligation of funds.

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Po Her
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 2/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/21/85	D. K. Hanner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-21
I-5, E.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

February 12, 1985
IN REPLY REFER TO
HRW-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project I-5-4(3)204
S.P. Overcrossing - Lane County Line
North Jefferson Junction - Albany Section
(Key Files 25465 and 25101)

As requested by Property Supervisor James Dixon in his January 31, 1985 letter, we approve your conveyance of the avigation easements to the City of Albany providing they are in compliance with airway - highway clearances which conform to FAA standards for aeronautical safety in respect to current and future highway needs.

Sincerely yours,

John D Wilken

for Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Jim Dixon, R/W)

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Supt | Ltr | File

CoN 21-2
I-5, E.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

378-6502

U. S. MAIL

In Reply Refer to
File No.:

DATE: January 31, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: James W. Dixon
Property Supervisor

SUBJECT: Key Files 25465 (L-2781) & 25101
SP O'xing-Lane County Line
N. Jefferson Jct-Albany Section
Pacific Highway
Linn County

The City of Albany is revising the approach zones to the Albany Airport. They have requested additional avigation easements at both the north and south ends of the airport. These easements are depicted on the sketch attached.

Federal approval to convey the easements to the city is necessary as they are entirely over the operating system.

The easements will contain a reversionary clause wherin they terminate should the airport use of the property terminate.

We request your approval to proceed with the project.

RECEIVED
STATE HWY ENGR
FEB 1 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JWD:smc
Attachment
cc: H. S. Coulter
E. S. Hunter
Gary Potter

Form 734-3122

CON 21-2
I-5, E.

DES 16

DATE: February 6, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: N. Jefferson Intchge.-N. Albany Intchge.
Pacific Highway
Marion & Linn Counties

This is to document the action taken on the items identified in the roadside inventory to bring the project up to current standards. Attached is a copy with the action taken in the last column.

There are 14 structures that are being reviewed for widening and/or rail replacement. Our Bridge Section will document the action taken under separate cover.

We solicit your concurrence that the corrective action proposed is in the public's interest.

RK:BG:mg

Attachment

cc: E. S. Hunter
W. J. Hart w/Attach.
L. E. George
Bill Anhorn mb

bcc: Bob Gettis

RDE
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ROAD DESIGN SECTION
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CON 21-2
I-5, E.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
378-6502

In Reply Refer to
File No.:

DATE: January 31, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: James W. Dixon
Property Supervisor

SUBJECT: Key Files 25465 (L-2781) & 25101
SP O'xing-Lane County Line
N. Jefferson Jct-Albany Section
Pacific Highway
Linn County

NOTED
E. S. HUNTER

The City of Albany is revising the approach zones to the Albany Airport. They have requested additional avigation easements at both the north and south ends of the airport. These easements are depicted on the sketch attached.

Federal approval to convey the easements to the city is necessary as they are entirely over the operating system.

The easements will contain a reversionary clause wherin they terminate should the airport use of the property terminate.

We request your approval to proceed with the project.

RECEIVED
STATE HWY ENGR
FEB 1 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JWD:smc
Attachment
cc: H. S. Coulter
E. S. Hunter
Gary Potter

Form 734-3122

9920

1 of 2

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-4(97)234

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-2784

4. PROGRAM NO.:

5. ITEM NO.: 30008

2A. COUNTY NAME: Linn & Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT. HWY ENGR
JAN 15 '85
REFER TO
Potter
FOR

Info	Invest	E/D	R/W	Utils	Const	File

7. DATE AUTHORIZATION EFFECTIVE: 12/27/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK

High type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 12/21/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,068,680; Federal Funds $1,907,735.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	R. A. Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FILE # I-5

Form FHWA-157 (7-66)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

DATE 12/10/84

FIELD TRIP REPORT

(See instructions on reverse)

TO

Mr. Claude W. Manaton, Director
Office of Engineering & Operations

FROM

John P. Hallin
Regional Pavement Engineer

INCLUSIVE DATES From 11/28/84 To

ITINERARY

Salem, Oregon

Anderson
Kuehn
Lucnab
Edwards
Herpin
Trout
Wakerlig

RECEIVED
DEC 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ____/____/____
Action

PURPOSE

Discuss rehabilitation of PCC on I-5, N. Jefferson Interchange to N. Albany Interchange.

PRINCIPAL CONTACTS

FHWA	ODOT
G. Hossner	Hal Versteeg
W. Kappus	John Scofield

ACCOMPLISHMENTS OR RESULTS

This 9.7 mile section of I-5 was constructed in 1959. The principal distress is cracking of the slabs. The distress is believed to be the result of fatigue failure. This section has experienced 17,800,000 load repetitions in the right lane. This is 3 to 4 times the design loading. The cracking appears to be progressive, starting with longitudinal cracks at the joints and progressing to breakup of the slabs. The State estimates that approximately 25 percent of the slabs in the right lane currently need to be replaced.

Traffic projections for this section indicate that a third lane will need to be added in about 10 years. In addition a number of structures on this section will need to be replaced about 10 years from now. Since the section will require major reconstruction in approximately 10 years, it was felt that an appropriate service life for any pavement rehabilitation alternative should also be 10 years.

Initially, to meet this service life, the State proposed to replace any badly broken slabs, seal the joints, add edge drains and then overlay the section with 4 inches of ACP. Recently they proposed a much more limited project calling for replacing the broken slabs, subsealing, sealing the joints and adding edge drains. It was the State's opinion that this would provide them with 5 or more years life from the existing concrete.

I had the following concern with this proposal. Since the section is in fatigue failure, while we would replace all the broken slabs this year, there would be additional slabs needing replacement next year. Limited research available on fatigue failure of PCC pavements indicates that the rate of slab failures generally increase exponentially. If this was indeed the case, we could leave a sizable maintenance headache on this section.

(Continued on next page)

cc: Oregon Division

RECEIVED
DEC 12 1984
OREGON DIVISION

12/13 cy to Versteeg-Scofield

Replaces Form PR-13 (R 2-63) which is obsolete.

After considerable discussion, it was concluded that a bulk of the badly broken slabs are concentrated at the southern half of the section. It was decided to split the section into two projects. The project on the northern half will consist of replacing the broken slabs, sealing the joints, subsealing as needed, and installation of edge drains where required. The project on the southern half will consist of seating any broken slabs, adding edge drains where needed, sealing the joints and overlaying with ACP. The State will do a complete inventory of the broken slabs to establish project limits for the two treatments.

I believe the proposed approach is a cost effective solution, which should provide reasonable service over the next 5 to 10 years.

912

I-5

CON 21-2
I-5 E.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: THE FILE

DATE: November 27, 1984

FROM: Duane O. Christensen
Road Design Engineer

SUBJECT: N. Jefferson Intchge-N. Albany Intchge
Pacific Highway
Linn County

Extensive crack sealing was done in the summer of 1983 by state maintenance forces. This sealing has effectively stopped water from infiltrating the pavement through the surface.

In reviewing this section of highway prior to the sealing and since the sealing, it is my opinion that we have significantly reduced the deterioration that was taking place and have extended its useful life.

This project was to receive a 3½" Class "B" and 3/4" Class "E" overlay this next construction season to hold it for approximately 8-10 years, at which time it is anticipated additional lanes will be required and the present pavement will need to be replaced.

Based on recent observations it is recommended that the overlay not be placed at this time. It is my opinion that if we replace the existing badly broken slabs, do some stabilization work, seal all cracks and install longitudinal drainage with a contract job at this time, we can get an additional 5 years or more out of the existing concrete pavement. We would need to do some yearly maintenance sealing to keep water out of the pavement.

If we later find that the concrete pavement is deteriorating extensively, we can then overlay with possibly 2", which could hold us until a 6 laning project could be contracted.

This concept was discussed with District Maintenance Supervisor, john Gunter, recently and he concurred that we could hold the section until 6 lanes was needed if we did the work outlined and some yearly maintenance work.

The funds saved on this project could be used to better advantage on the Corvallis/Lebanon Intchge-Halsey Intchge Section which is experiencing high maintenance cost and needs reconstruction.

DOC:bn

81-125-1387

1-5
CON 21-2
I-5, E.

STATE OF OREGON
ROAD DESIGN SECTION

INTRAOFFICE MEMO
DES 16

TO: THE FILE

DATE: October 26, 1984

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: N. Jefferson-N. Albany Intchg. Section
I-5

After months of analysis and review, we had recommended 4" asphalt overlay on this section of I-5.

Over the last 1½ years the condition of this jointed concrete pavement seems to have stabilized. On a recent field trip the ride was evaluated as good and the surface maintenance cost seemed to be holding steady. These improved conditions are apparently the benefits of an extensive joint and crack sealing program a couple of years ago.

It appears that we could repair the broken slabs, replace the failing joints, provide edge drains as required, seal all joints and cracks and could expect 8 to 10 years of good service out of the existing pavement.

Region II is evaluating this section of I-5 to see if the 4" overlay could be deleted or at least delayed for a number of years. It is recommended that this project be put on hold until that decision is made.

JHV:bn

cc: E. S. Hunter
Don Adams
Frank Terpin
D. O. Christianson

Versteeg ✓
Anderson
Adams
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 26 1984
ROAD DESIGN SECTION

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10-29-54

Hal - In making the decision you should look at the availability of 4R funds over the next few years. Any short term section will demand another decision at about the time we should build a six laner.
ESH

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STATE HWY ENGR
OCT 29 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

01-125-1387

Contains Recycled Materials

9750

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 12, 1984

J. H. Versteeg
Road Design Engineer

Files 54213, 54214 & 54215
N. Albany Intchge. to N. Jefferson Intchge. Section
County Road (Formerly Pacific Highway)
Linn County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project.

By:

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9950

1-5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: October 9, 1984

FROM: Jack Sills

SUBJECT: Roadside Hazard Review
Pacific Highway

N. Jefferson Int.-N. Albany Int.
Marian & Linn Counties

Elkhead Rd Int.-Rice Hill Int.
Douglas County

Azalea-Glendale Int. Sec.
Douglas Co.

Goshen-Cottage Grove Sec.
Lane Co.

McKenzie River-Willamette River Sec.
Lane Co.

North Jefferson Int.-North Albany Int.

Tom Edwards, Pat Creedican and Jack Sills reviewed the subject projects. This project was reviewed Sept. 24, 1984. The Southbound lanes were reviewed.

All the existing structures have non standard rails and should be replaced, many have 3' Lt. and Rt. shoulders, some have 6' Lt. shoulders and 10' Rt. shoulders; All the Rt. shoulders should be widened to 12', the 3' Lt. shoulders widened to 6'.

All guard rail is being replaced on the present project, but some should be extended to protect hazards. All the concrete barrier is being replaced on present project and some should be extended to protect hazards.

There are quite a few existing culverts that need to have metal end slopes removed and pipes extended and a paved end slope added. One large 72" pipe is not protected at all and needs to have a grate installed.

All the existing wood sign posts are not drilled and should be. This project has some trees that need to be removed both in the median and on the outside slope areas they are inside the clear zone. This seems to be the biggest item except for the non standard bridge shoulders and rails on this project.

Have discussed with designer and many of these recommendations are being included in the project.

81-125-1307

CON 21-2
5.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No

May 30, 1984

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
E. S. HUNTER

Proposal to participate in federally coordinated study of existing composite pavement structures

Submitted herewith are two Project Description forms and an Administrative Information Sheet for the coordinated research study entitled COMPOSITE PAVEMENT DESIGN PROCEDURE.

The two projects we are proposing for inclusion in this federally coordinated study are:

1. North Jefferson Interchange - North Albany Interchange Section of Interstate Five. This is an A.C. overlay over P.C.C. Pavement.

2. Rickreall - Independence Junction Section of the Willamina - Salem Highway. This section consists of an A.C. surface with Cement Treated Base and Lime Treated Subgrade.

The instructions (copy attached) require that proposals be submitted to the study consultant through the FHWA Regional Office.

We hope to participate in this study and feel that the proposed projects in Oregon would be good case studies. Please submit these proposals for us.

RECEIVED
TECHNICAL SERVICES
MAY 30 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

John T. Scofield, P.E., P.L.S.
Location Field Engineer

JTS:js
Attachments

bc: E. S. Hunter
J. H. Versteeg
Frank Terpin

734-1839

CON 21-2

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-I-5-4(87)235 — 5, E.

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10178

2A. COUNTY NAME: Linn & Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 13 '84
REFER TO
Potter
FOR
Info. | Invest. | R/W | D/P | Sign | Ret. | File

7. DATE AUTHORIZATION EFFECTIVE: 12/28/83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK

Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 2/23/84 this will confirm the advance approval date of 12/28/83 to Credit the subject project for salvaged guardrail items at a TEC of $4,875.11, Federal Funds $4,495.82. (SFO #8)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/28/84	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1950

1-5 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

X

TO: Don Adams
Final Design Engineer

DATE: February 24, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Roadglas-Crack Sealing System

We will consider using the Roadglas system on future overlay projects. Roadglas is a fiberglass/asphalt crack sealing system. The asphalt used is very similar to rubber asphalt. The binder is heated in a kettle and hand applied. This system is very expensive when compared to the pre-formed fabric/asphalt rubber systems such as Bituthene.

We have already set up the North Jefferson-North Albany project to water-proof the joints. We are listing at least three acceptable products for use. Specifying only one acceptable product such as "Roadglas" requires a formal "Experimental Features" program for FHWA participation. The lead time for getting North Jefferson-North Albany ready made this nearly impossible.

We will be doing our field investigation, deflection testing on Suttle Lake-Sisters, as soon as the weather is suitable. We will look at the crack patterns to see if crack sealing is feasible. I think it may very well be. By setting up an Experimental Feature project, we can specify certain products we want to try.

When we get some condition information, I will contact Gordon Beecroft to develop a proposal.

JTS:ss

cc: J. H. Versteeg
Frank E. Terpin
Gordon Beecroft

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Walseth

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FEB 27 1984
ROAD DESIGN SECTION

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Action

81-125-1367

7750

I-5 N

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Final Design Engineer

DATE: February 21, 1984 DES 23

FROM: John M. Tindall
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: N. Jefferson Interchange - N. Albany Interchange Section
Pacific Highway
Linn County
BRS 8115, 8119, 8120, 8121, 8122, 8123, 8124, 8125,
8127, 8129, 8131, 8133, 8217, 8218B

On the subject section, four of the structures as shown on the attached sheet, presently have overlays. These overlays should be removed. All of the structures, except for the ones indicated, should have membrane waterproofing applied and 2 inches of AC applied over the membrane. The joint details to be used are shown in the table and refer to Drawing 36842.

JMT:jrb

cc: D. O. Christensen
Gerald Wimer
Steve Macnab
Overlay File

Vertseg
Anderson
Adams
Macnab
Edwards
Terpin
Trost
Wakerlig

RECEIVED
FEB 23 1984
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up ____/____/____
Action

Return To File

NOTED
N. E. MANN

81-125-1387

M.P.	BR.NO.	EXISTING OVERLAY	RECOMMEND	JOINTS END	JOINTS INTERIOR
242.58S	8115	No	Membrane & Overlay 1,880 Sq.Ft.	Detail D	None
242.14S	8119	No	Membrane & Overlay 2,040 Sq.Ft.	Detail D	None
241.70S	8120	No	Membrane & Overlay 4,720 Sq.Ft.	Detail D	None
241.35S	8121	No	Replace deck as required 3,500 Sq.Ft. Membrane & Overlay 7,050 Sq.Ft.	Detail D	Detail B 30 Lin.Ft.
241.12S	8122	Yes	Remove 2"± Overlay Membrane & Overlay 4,360 Sq.Ft.	Detail D	None
240.66S	8123	No	Do Not Overlay	NA	NA
240.42S	8124	No	Membrane & Overlay 5,130 Sq.Ft.	Detail D	Detail B 60 Lin.Ft.
240.20S	8125	Yes	Remove 2"± Overlay Membrane & Overlay 4,360 Sq.Ft.	Detail D	None
240.03S	8127	No	Membrane & Overlay 4,360 Sq.Ft.	Detail D	None
239.85S	8129	Yes	Remove 2"± Overlay Membrane & Overlay 12,642 Sq.Ft.	Detail D	Detail B 136 Lin.Ft.
239.35S	8131	Yes	Remove 2"± Overlay Membrane & Overlay 5,700 Sq.Ft.	Detail D	Detail B 60 Lin.Ft.
238.22S	8133	No	No work	NA	NA
235.71S	8217	No	Membrane & Overlay 5,080 Sq.Ft.	Detail D	None
235.67S	8218B	No	Membrane & Overlay 5,280 Sq.Ft.	Detail D	None

Attachment to
Memo; Don Adams
DES 23, 8115
2-21-84

9950 I-5 N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
File 622-1999

TO: Don Adams
FINAL DESIGN ENGINEER

DATE: February 13, 1984

FROM: John K. Read
Assistant Project Manager

SUBJECT: North Jefferson Intch.-N. Albany Intch.
Murder Creek Off-Ramp
Pacific Highway
Linn County

On Friday, February 10, 1984, I met with Wayne Hunt of the Department of Fish and Wildlife. The purpose of the meeting was to look at Murder Creek where a structure will be required in the construction of an off-ramp.

Mr. Hunt said the only fish in the creek which we needed to be concerned about were trout. He didn't think salmon or steelhead were in this drainage.

In stream construction should be limited to the period from June ~~January~~ 15 to September 1. Should this prove impractical because of adverse weather or other problems, an extension could be granted.

(Read to Trout by phone on 2/13/84)

cc: Pete Fidler
Wayne Hunt

Copy Copy

2-14-84 cy made (pr)

Vertrees
Anderson
Adams
Hannah
Stoudenmayer
Turpin
Trout
Wehrli

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FEB 13 1984
ROAD DESIGN SECTION

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Action

copy - John Read (Reg 2)

81-125-1387

9950

1-5 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: MEMO TO FILES

DATE: January 31, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Retarding Reflective Cracking and Sealing Joints and Cracks
North Jefferson Interchange
North Albany Interchange Section

After reviewing possible methods for sealing joints and retarding reflective cracking, we have decided to use a "Waterproofing Membrane" system. Georgia found this to be the most effective method when compared with other methods.

Waterproofing membranes will be placed in 18 inch wide strips over the transverse joints in the outside lane, the centerline joint and the outside edge joint. This will require approximately 110,000 lin. ft.

The "Waterproofing Membrane" is to be a preformed sheet of fabric and rubberized asphalt. The acceptable system must have a primer to stick the system to P.C.C. pavement and to A.C. pavement.

The joints were sealed with a rubberized asphalt (Crafco) this past summer. Coves from some of the joints reveal that this existing crack filler is adequate. Provision will have to be made that any surface irregularities in the joints be repaired prior to placing the membrane.

Following is a list of suitable "Waterproofing Membrane" systems:

1. Bituthene S5300
2. Royston Membrane No. 108
3. Protecto wrap M-400A
4. Polyguard

These products with the exception of polyguard are included in the bridge deck membrane systems. Royston's bridge deck membrane is No. 10.

JTS:ss

cc: FHWA
J. H. Versteeg ✓
Frank E. Terpin
Norm Henry
Steve Macnab
Jack Sullivan
Gordon Beecroft
Region 2 (D. O. Christensen)
Wm. Fretwell
Ken Karnosh

Versteeg ✓
Anderson
Adams
Macnab
Stoudammayer
Terpin
Trout
Wheatley

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ROAD DESIGN SECTION

DES 16

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

January 23, 1984

J. H. Versteeg
Road Design Engineer

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Surfacing Alternates
North Albany Interchange
Corvallis-Lebanon Interchange
Interstate 5

Three alternate surfacing designs have been developed for this 7.2 mile section of Interstate 5:

Alternate 1

A 4-inch asphalt overlay. Construction cost: $5.9 million. Annual cost: $0.62 million.

Alternate 2

A 13-inch C.R.C.P. in the right lane; 3½-inch bonded overlay in the left lane, with asphalt shoulders. Construction cost: $11.0 million. Annual cost: $0.59 million.

Alternate 3

An 11-inch C.R.C.P. overlay in both lanes with concrete shoulders. Construction cost: $14.8 million. Annual cost: $0.79 million.

John Scofield recommends Alternate 2 based on the lowest annual cost and low maintenance cost.

I am recommending the 11-inch C.R.C.P. with concrete shoulders for the following reasons:

1. The C.R.C.P. Alternate will provide the most years of trouble-free service to the traveling public.
2. The concrete shoulders approach a zero maintenance cost program.
3. Overall maintenance cost would be at a minimum with this alternate.
4. Construction cost for the 7.2 miles of four-lane C.R.C.P. is reasonable at $2.0 million per mile.

5. Traffic handling during construction can be provided at a reasonable cost.

6. The durability of the pavement is more readily predictable with the C.R.P.C. pavements than the other alternates.

Your concurrence in the selection of the continuous reinforced concrete pavement alternate, at a cost of $14.7 million for this 7.2 mile section of Interstate 5, is recommended.

JHV:kkr

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: J. H. Versteeg
Design Engineer

DATE: January 19, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommendation and Supporting Data for the North Albany Interchange-Corvallis/Lebanon Interchange Section of I-5.

Submitted herewith is data for three alternate rehabilitation strategies for the subject section.

Alternate No. 1 is an A.C. overlay with an initial cost of $5.9 million, and an annual cost of $0.62 million.

Alternate No. 2 is a C.R.P.C.C. outside lane, bonded P.C.C. overlay inside lane with an initial cost of $11.01 million, and an annual cost of $0.59 million.

Alternate No. 3 is a C.R.P.C.C. overlay of both lanes, with an initial cost of $14.8 million, and an annual cost of $0.79 million.

I am recommending Alternate No. 2 based on the following factors:

1. Lowest life cycle (annual) cost.
2. Less interruption of traffic, both during initial construction and during the design life.
3. Utilizes a bonded P.C.C. overlay. We need to do one.
4. This alternate provides a P.C.C. surface, resulting in much lower maintenance costs during the life of the pavement.

In considering this project, and the recommendations, it should be kept in mind that the traffic handling proposal for this project would probably not work too well if the North Jefferson-North Albany A.C. overlay project is going on at the same time. That project will probably bunch up the traffic at times.

Attached are details of the alternates including cost estimates. More detailed recommendation factors are also included.

JTS:ss

Attachments

cc: Frank E. Terpin
Region Engineer

1 Versteeg
V Anderson
Adams
3 Macnab
Stoudenmeyer
Terpin
Trout
Wakeley

RECEIVED
JAN 19 1984
ROAD DESIGN SECTION

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N. ALBANY-CORVALLIS LEBANON HIGHWAY
DESIGN ALTERNATIVES

GENERAL

The existing southbound and northbound lanes were constructed in 1958 and consisted of jointed P.C.C. pavement eight inches thick. In conjunction with the pavement, 12 structures were constructed throughout this project. Currently, the outside lane is failing and is in need of major structural reconstruction, while the inside lane is in fairly good condition and has salvage life remaining. Considering the increasing maintenance costs and the number of repairs required, there is a definite need for major reconstruction. Maintenance requirements have greatly accelerated since approximately 1980.

STRUCTURE

There are 12 mainline structures that are approximately 25 years old and have a remaining life of 15-20 years. The Bridge Section feels that major reconstruction will be needed within the next 20 years.

DESIGN ALTERNATIVES

Three alternatives have been selected for life cycle analysis. The following attachments are the three alternatives considered.

ALTERNATE NO. 1

Stage construct an A.C. overlay in 1984 using a one lane closure for traffic handling. Prior to overlaying, existing slabs that have failed will be removed and replaced and all remaining slabs will be subsealed for stabilization. The proposed overlay calls for a leveling course, 3 inches of Class "B" A.C. and 1 inch of Class "E" A.C. Estimated future surfacing requirements are for rehabilitation on 8 year cycles. The overlay thickness is such that rutting and reflective cracking both reach an unacceptable state in approximately 8 years.

At overcrossing structures the A.C. overlay will be carried across the existing structures. Preliminary estimates from Bridge Design indicates that the overcrossing structures can handle 3 to 4 inches of A.C.. The cost estimate includes no allowance for extra bridge deck reconstruction.

At undercrossing structures the mainline grade will be lowered in order to maintain a minimum clearance of 15'03".

If this alternate is chosen, it is recommended that a further analysis be conducted prior to each future stage rehabilitation.

For life cycle cost comparison, a 32 year period was used.

ALTERNATE NO. 2

Stage construct, in 1984, a 13 inch thick and 13 foot wide continuously reinforced P.C.C. pavement inlay for the outside lane and a 3½ inch Iowa type bonded P.C.C. overlay on the inside lane. Prior to overlaying the inside lane, existing slabs that have failed must be removed and replaced and all remaining slabs must be subsealed for stabilization.

At overcrossing structures the bonded P.C.C. overlay will be latex modified. Bridge Design feels that this would limit the bridge deck overlay thickness to approximately 2 inches. The inside lane overlay thickness will have to be tapered from 3½ inches to 2 inches at each structure. No further allowance for any extra bridge deck reconstruction is included in this estimate.

At undercrossing structures the mainline grade will be lowered in order to maintain a minimum clearance of 15'03".

A one lane detour, with opposing traffic separated by temporary barrier, will be used for handling traffic. Details are explained further in the section on traffic handling for the detour section.

For life cycle cost comparison a 35 year period was used.

ALTERNATE NO. 3

Stage construct a 10 inch continuously reinforced P.C.C. pavement overlay on the travel lanes and 10 inch plain P.C.C. pavement on the shoulders. Prior to overlaying the existing pavement will be broken up and seated.

Overcrossing structures will be raised in order to match the new construction grade for the project. At undercrossing structures the mainline grade will be lowered in order to maintain a minimum clearance of 15'03".

A one lane detour, with opposing traffic separated by temporary barrier, will be used for handling traffic. Further details are explained in the section on traffic handling for the one lane detour section.

For life cycle cost comparison, a 35 year period was used.

COST COMPARISON

Following is a comparison of costs. The first table shows the stages for each alternate and the estimated costs, in current (1984) prices. The second table is a comparison of annual costs, based on uniform series payments, with the value of money at 4% per annum.

ALTERNATE COSTS

Year	Alt. No. 1 A.C. O'Lay	Alt. No. 2 Bonded O'Lay (I.L.) C.R.P.C.C. Inlay (O.L.)	Alt. No. 3 C.R.P.C.C. O'Lay
A.C. O'Lay - 1984	6.67 M		
C.R.P.C.C. Inlay - 1984		11.01 M	
C.R.P.C.C. O'Lay - 1984			14.63 M
A.C. O'Lay - 1992	2.83 M		
A.C. O'Lay - 2000	3.68 M		
A.C. O'Lay - 2008	2.83 M		
Totals	16.01 M	11.01 M	14.63 M

LIFE CYCLE COSTS

	Interest - 0% Inflation - 0%	Interest - 4% Inflation - 0%
	Annual Cost	Equivalent Annual Cost @ 4%
Alternate No. 1 A.C. O'Lay	.50 M	.66 M
Alternate No. 2 Bonded O'Lay (I.L.) C.R.P.C.C. Inlay (O.L.)	.31 M	.59 M
Alternate No. 3 C.R.P.C.C. O'Lay	.42 M	.79 M

N. ALBANY-CORVALLIS LEBANON HIGHWAY
TRAFFIC HANDLING PROPOSAL

A traffic handling plan cost estimate has been developed for the P.C.C. pavement alternates for this section, based on reducing traffic to one lane in each direction.

By using cross-overs and median barriers, traffic would be placed on one side, while the contractor reconstructed the other side. This is the same method that has very successfully handled traffic on the Goshen-Cottage Grove Project.

We propose that the project be divided into three units in each direction. This makes six work units. The proposed units vary in length from 2 miles to 2.6 miles long.

Comparing traffic volumes for this section, with the Goshen-cottage Grove Section, shows that they are nearly the same. The highest ADT on the Goshen-Cottage Grove Section is 22,600.

Some actual counts were made in July and August on the section between Goshen and Creswell. The highest hourly count was on August 5th, with 1223 vehicles northbound. Study of data at the Bond Butte recorder shows that the highest hourly volumes are generally in November (Thanksgiving). Nine of the ten highest hourly volumes at Bond Butte in 1982 were on November 24, 25, & 28th. Considering this information and normal weather conditions, it is recommended that no traffic shifting and pavement construction be allowed from November-February.

Considering the available traffic data including the actual case at Goshen-Cottage Grove we make the following recommendations:

(1) Unit No. 1 N.B. & S.B. covers Station 1025+00 to 1130+00. This unit would include the North Albany and South Santiam Interchanges. Details for this unit are:

   a. Extend the northbound on ramp to the north with temporary surfacing to merge the ramp traffic with mainline traffic, north of the project.

   b. For other on ramps, provide long merge lanes with temporary surfacing.

   c. Require that these two units be constructed during March-June. This is the period with the lowest peak volumes.

The ADT for this unit 22,900. The increase in volume to 30,000 takes place at the north end of the North Albany Interchange which is beyond these work units.

(2) Unit No. 2 N.B. & S.B. covers from Station 1130+00 to Station 1265+00, which is 2.56 miles long. This unit has no interchanges involved. Shifting traffic should not be allowed during November through February. No other restrictions or limitations are necessary.

(3) Unit No. 3, N.B. & S.B. covers from Station 1265+00 to Station 1401+00, which is 2.58 miles long. This unit includes the Corvallis/Lebanon Highway Interchange.

Temporary ramp connections at the interchange should include long merge lanes for on ramps. This can be accomplished with additional temporary surfacing. The same time restrictions as Unit No. 2 would apply to this unit.

This traffic handling plan requires, temporary surfacing for cross-overs and ramp connections, concrete barrier and signing.

Barrier for one section would be required and it would have to be moved five times. Ramp connections would have to be staged with the P.C.C. pavement construction.

The potential problem with merging two-lanes of traffic into one lane is in the actual merge. This potential problem can be greately reduced by providing good signing and long merge lanes for ramp connections.

To help make this plan work, consideration should be given to two types of advanced advisory signs. One type would give motorists advance warning of the merge and the required lane to be in. The other type could be similar to signing being used in the Portland area to advise motorists of possible congestion and alternate routes.

Specifically, advance signs could advise local motorists to use Highway 99E as an alternate.

Considering the actual data this plan should provide safe traffic handling during construction with minimum risk. It will also facilitate the reconstruction in the most economical manner.

Detailed costs for this traffic handling method are included in the estimates for Alternate No. 2 & 3.

RECOMMENDATIONS

After reviewing the alternate surfacing designs for this section, including the life cycle cost analysis, it is recommended that we use Alternate No. 2. This is a new full depth C.R.P.C.C. pavement for the outside lane, with a Bonded P.C.C. overlay of the inside lane.

Major factors supporting this recommendation are:

1. Lower life cycle cost for Alternate No. 2

2. Traffic volumes on this unit are low enough to allow the construction of P.C.C. pavement without a costly detour.

3. Lower user costs. The initial construction with one-lane detours will cause less interruptions to traffic, than traffic handling for an A.C. overlay.

   The much longer life, results in less interruptions (user costs) during the life of the pavement.

4. The increase in grade is less than a full A.C. overlay or full unbonded P.C.C. overlay.

5. This would provide an opportunity to place a bonded P.C.C. overlay, without dealing with the much heavier volume of heavy trucks in the outside lane.

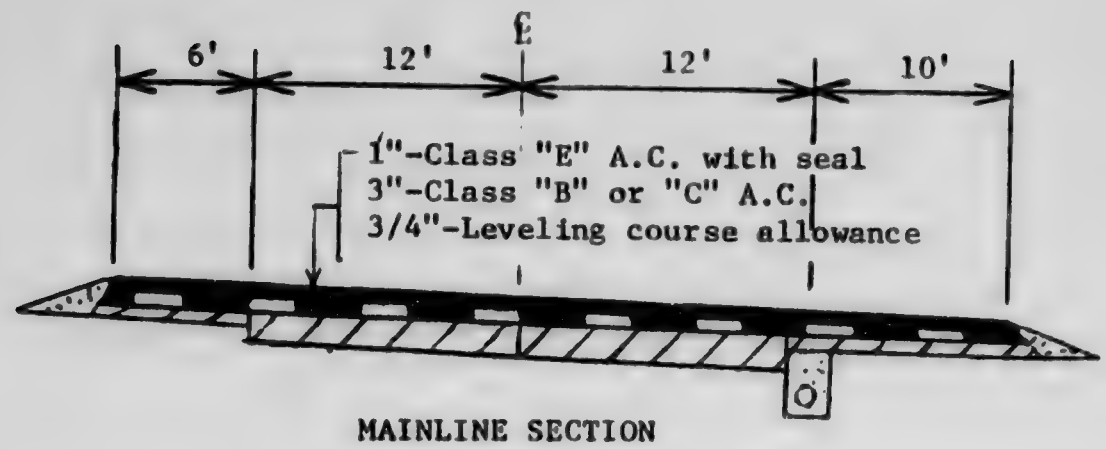
6. This alternate make use of much of the existing surfacing materials, by leaving them in place.

7. This alternate provides a P.C.C. surface, which will provide much better service, based on recent experiences with A.C. pavements.

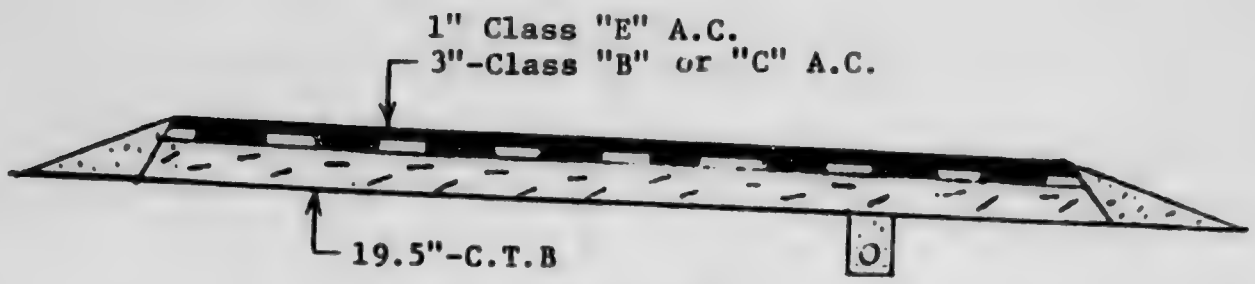
Estimated costs for 1984 (initial phase):

Alternate No. 1	$ 5.9 million
Alternate No. 2	$11.01 million
Alternate No. 3	$14.8 million

N. ALBANY-CORVALLIS LEBANON HWY.
ALTERNATE NO. 1
ASPHALTIC CONCRETE OVERLAY



MAINLINE SECTION



DIG-OUT SECTION

Existing Pavement

1. Remove and replace broken slabs
2. Stabilize and subseal all remaining slabs
3. Install subdrains
4. Place 3/4" leveling course and 3" Class "B" or "C" A.C. and 1" Class "E" A.C.
5. Dig-out section will be required where grade revisions (lowering) are necessary to maintain minimum clearances at u'xings.
   a. For dig-out sections place: 19.5" C.T.B., 3" Class "B" or "C" A.C. and 1" Class "E" A.C.
6. Taper pavement thickness at bridge ends
7. Will require staged rehabilitation on approximately 8 year intervals. Before the first rehabilitation is accomplished, a further study would be advisable to determine if available funding would warrant another alternative, such as a C.R.P.C.C. overlay.
8. Some overcrossing structures may require deck replacement (as determined by Bridge Design). All remaining structures will require a waterproofing membrane along with 3-4 inches of A.C.

A.C. - Overlay - (0-8yr)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section N. ALBANY – CORVALLIS/LEBANON Hwy. Prefix
Highway Pacific Hwy. County Linn Date 1-16-84
Length 7.12 Miles Designer
Signed Con Hencock Title

Grading & Drainage $ 5,096,643

Surfacing $

Extra Work

STRIPING	$ 13,000
Pvmt. Buttons	$ 16,000
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 29,000

TOTAL . . . . . $ 5,125,643

• 30 % Engineering and Contingencies $ 1,537,700

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . . $ 6,663,343

USE → $6,670,000

A.C. OLAY : (8, 24 yrs)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section N. ALBANY - CORVALLIS/LEBANON Hwy.
Highway PACIFIC County LINN Prefix
Length 7.12 Miles Designer Date 1-16-84
Signed Joel Hancock Title

Grading & Drainage	$ —
Surfacing	$ 2,148,300
Extra Work	
STRIPING	$ 13,000
Pvmt. BUTTONS	$ 16,000
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$ 29,000
TOTAL	$ 2,177,300
+30% Engineering and Contingencies	$ 653,000
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ —
Right of Way	$ —
TOTAL ESTIMATED COST	$ 2,830,300
	USE $ 2,830,000

A.C. Olay (16 4R)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section N. Albany - Corvallis/Lebanon Hwy.
Highway PACIFIC County Linn Prefix
Length 7.12 Miles Designer Date 1-16 83
Signed Jon Hancock Title

Grading & Drainage $ - -

Surfacing $ 2,803,700

Extra Work

STRIPING	$ 13,000
PVMT. BUTTONS	$ 16,000
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 29,000

TOTAL . . . . . $ 2832,700

+ 30% Engineering and Contingencies $ 850,000

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $ —

Right of Way $ —

TOTAL ESTIMATED COST . . . . . $ 3,682,700

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 12/12/83

Section N. Albany - Corvallis/Lebanon Hwy. County Linn

Kind Of Work A.C. Olay 0-8 yrs. Length _____ Name J. Herrick

D	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		ALL	ALL	12%	527,250
	T.P. & D.		ALL	ALL	4%	175,750
	TEMP. SIGNING		Sq. Ft.	2000	6.00	12,000
	Flagging		Hour	6000	16.00	96,000
	P.C.C. REMOVAL		S.Y.	18200	3.00	54,600
	TRENCH EXC.		C.Y.	2785	8.00	22,280
	AGGR. BASE		C.Y.	3210	6.00	19,260
	CLASS "B" A.C. MIX w/Liquid.		TON	66,650	24.00	1,599,600
	CLASS "E" A.C. MIX w/Liquid		TON	16,100	26.00	419,900
	R.P.C.C. pvmt. (SLAB REPAIR)		S.Y.	18,200	45.00	819,000
	EMULSION SEAL		S.Y.	335000	0.30	100,500
	SLAB STABILIZATION		S.Y.	154,500	2.50	386,250
	4" DRAIN PIPE		LIN. FT.	75,200	3.50	263,200
	OUTLET PROTECTION BLOCKS		EACH	250	30.00	7,500
	SPECIAL DRAIN MAT'L.		C.Y.	2785	15.00	41,775
	FIBER FABRIC		S.Y.	41778	1.00	41778
	DIG-OUT (TO MAINTAIN EMB. CHARACTER)		LUMP SUM	ALL	—	510,000
					TOTAL →	5,096,443

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 1-12-84

Section North Albany - Corvallis / Lebanon Hwy

County Linn

End Of Work A.C. Overlay - future stages (8.24 M) Length 7.12 M.

Name J.T. Sioris

ITEM	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(10%)	188,500
T.P. & D.		All	All	(4%)	75,500
Temporary Signing		Sq. Ft	1800	6 00	10,800
Flagging		Hour	5000	16 00	80,000
Mix "B" or "C" A.C. (1" Leveling) 2" Overlay 3"		Tons	57,000	24 00	1,368,000
Mix "E" A.C. - 3/4"		Tons	12,500	26 00	325,000
Emulsion Seal		S.Y.	335,000	0 30	100,500
				TOTAL	2,148,300

STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 1-16-84

Section N. Albany - Corvallis/Lebanon Hwy

County Linn

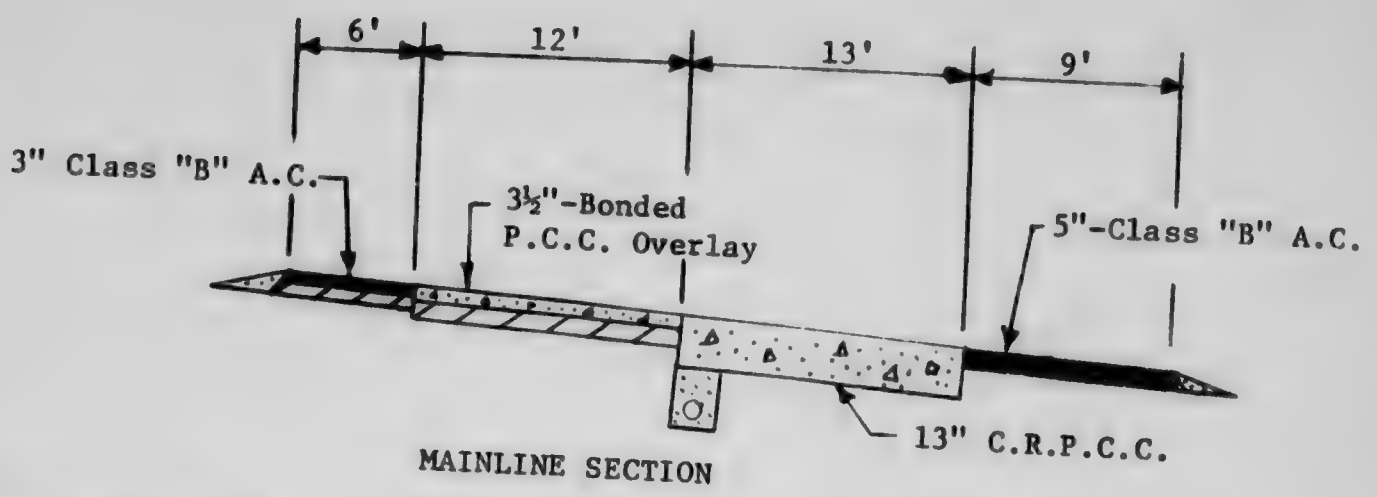
Kind Of Work A.C. O'Lay (16YR. DESIGN)

Length 7.12M

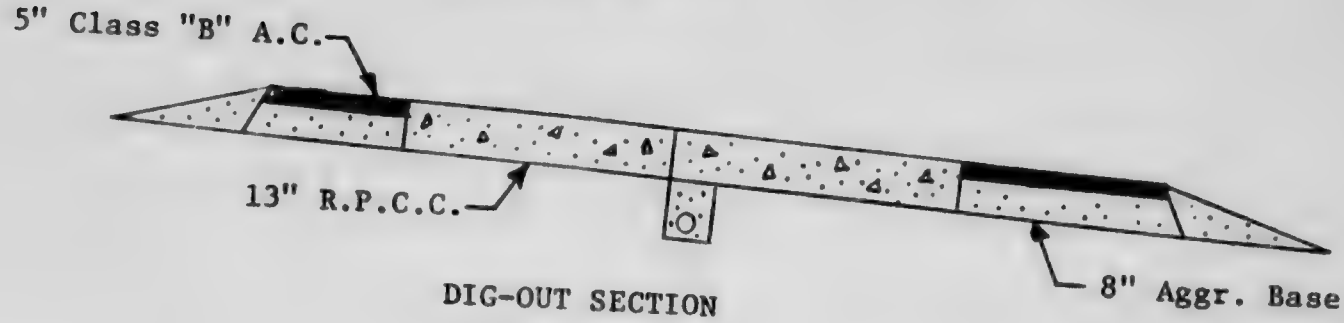
Name S. Heacock

ITEM	Code	Unit	Quant.	Unit Cost	Total
Mobilization		ALL	ALL	10%	246,000
T.P. & D.		ALL	ALL	4%	98,400
TEMPORARY SIGNS		Sq. Ft.	1800	6.00	10,800
FLAGGING		Hour	5000	16.00	80,000
CLASS "B" OR "C" A.C. 1" Leveling 2" Overlay		TON	57,000	24.00	1,368,000
CLASS "E" A.C. - 3/4"		TON	12,500	26.00	325,000
EMULSION SEAL		S.Y.	335,000	0.30	100,500
DIG-OUT : TO MAINTAIN MISC. CONDITIONS		Lump Sum	ALL	-	575,000
				TOTAL	2,803,700

N. ALBANY-CORVALLIS LEBANON HW.
ALTERNATE NO. 2
CONTINUOUSLY REINFORCED P.C.C. INLAY/BONDED P.C.C. OVERLAY COMBINATION



MAINLINE SECTION



DIG-OUT SECTION

Existing Pavement

OUTSIDE LANE

1. Remove Extg. 8" reinforced concrete pavement (saw cut $\mathcal{L}$ joint) - 12' wide
2. Install subdrainage
3. Place 13" C.R.P.C.C. pavement (throughout the job length)
4. Install anchors and expansion joint at bridge ends

INSIDE LANE

1. Preparation

   (a) Remove broken slabs (approx. 20 panels)
   (b) Stabilize and subseal all remaining slabs
   (c) Surface preparation (to include: rotomill w/¼" minimum, sandblast and clean, and application of cementing paste)

2. Placement

   (a) Place 3½" of P.C.C. bonded overlay on prepared pavement
   (b) Place 13" of reinforced P.C.C. pavement to replace removed slabs

INSIDE LANE (Con't.)

3. Finish

   (a) Reestablish transverse joints and seal

4. Digout sections will be required where grade revisions (lowering) are necessary to maintain minimum clearances at u'xing's

   (a) Place 13" of reinforced P.C.C. pavement at digout sections

5. Prepare and seal all transverse joints

OUTSIDE SHOULDER

1. Remove existing A.C. pavement - 10' wide

2. Replace with 5" Class "B" A.C. - 9' wide

3. At digout sections place 8" Aggr. Base with the 5" of A.C.

INSIDE SHOULDER

1. Place 3" of Class "B"" A.C. over existing A.C.

2. At digout sections place 8" Aggr. Base with the 5" of A.C.

STRUCTURES

Some overcrossing structures will require deck replacement (as determined by Bridge Design). Remaining structures will require a latex modified overlay with a thickness of approximately 2 inches. This will require tapering the mainline overlay thickness in the inside lane from 3½ inches to 2 inches at each overcrossing structure.

Bonded O-Lay ⇒ supporting data + Cost Est.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section N. Albany - Corvallis / Lebanon Hwy
Highway PACIFIC County LINN Prefix
Length 7.12 Miles Designer Date 12/13/84
Signed Jon Heacock Title

Grading & Drainage	$ 8,437,117
Surfacing	$
Extra Work	
STRIPING	$ 13,000
Pvmt. Buttons	$ 16,000
	$
	$
	$
	$
	$
	$
	$
	$
	$
TOTAL EXTRA WORK	$ 29,000
TOTAL	$ 8,466,117
+ 30 % Engineering and Contingencies	$ 2,539,850
Structures	
	$
	$
	$
	$
TOTAL STRUCTURES	$ -
Right of Way	$ -
TOTAL ESTIMATED COST	$ 11,005,967

USE $ 11,010,000

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date 12/12/83

Section N. Albany - Corvallis/Lebanon Hwy.
County LINN

End Of Work 3½" Bonded P.C.C. O'Lay w/AC Shldrs. Length 7.12 M
Name HEACOCK

ITEM	Code	Unit	Quant.	Unit Cost	Total
Mobilization		ALL	ALL	10%	753,350
T.P.&D.		ALL	ALL	2%	150,700
Temp. Signing		Sq.Ft.	800	6.00	4800
Flagging		HOUR	3600	16.00	57,600
P.C.C. Pvmt. Removal		S.Y.	100,300	3.00	300,900
A.C. Pvmt. Removal		S.Y.	83600	1.50	125,400
Gen. Exc.		C.Y.	6100	5.00	30,500
Trench Exc.		C.Y.	2800	8.00	22,400
Aggr. Base		TON	1610	6.00	9,660
Class "B" A.C. mix w/Liquid (Shldrs.)		TON	29,200	24.00	700,800
C.R.P.C.C. - 13" (outside lane)		S.Y.	108,650	24.00	2,607,600
R.P.C.C. (Slab Repair & Ex. end panels)		S.Y.	3950	23.00	77,350
Bonded P.C.C. O'Lay		S.Y.	100,300	15.00	1,504,500
Slope Stabilization		S.Y.	95210	2.50	238,025
Joint Sawing		Lin.Ft.	162,000	2.00	324,200
4" Drain Pipe		Lin.Ft.	75,200	3.50	263,200
Outlet Protection Blocks		EACH	250	30.00	7,500
Special Drain Mat'l.		C.Y.	2800	15.00	42,000
Filter Fabric		S.Y.	41800	1.00	41,800
Anchors		Lin.Ft.	850	60.00	51,000
Expansion Joints		Lin.Ft.	425	100.00	42,500

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date 12/12/83

Section N. ALBANY – CORVALLIS/LEBANON HWY.

County LINN

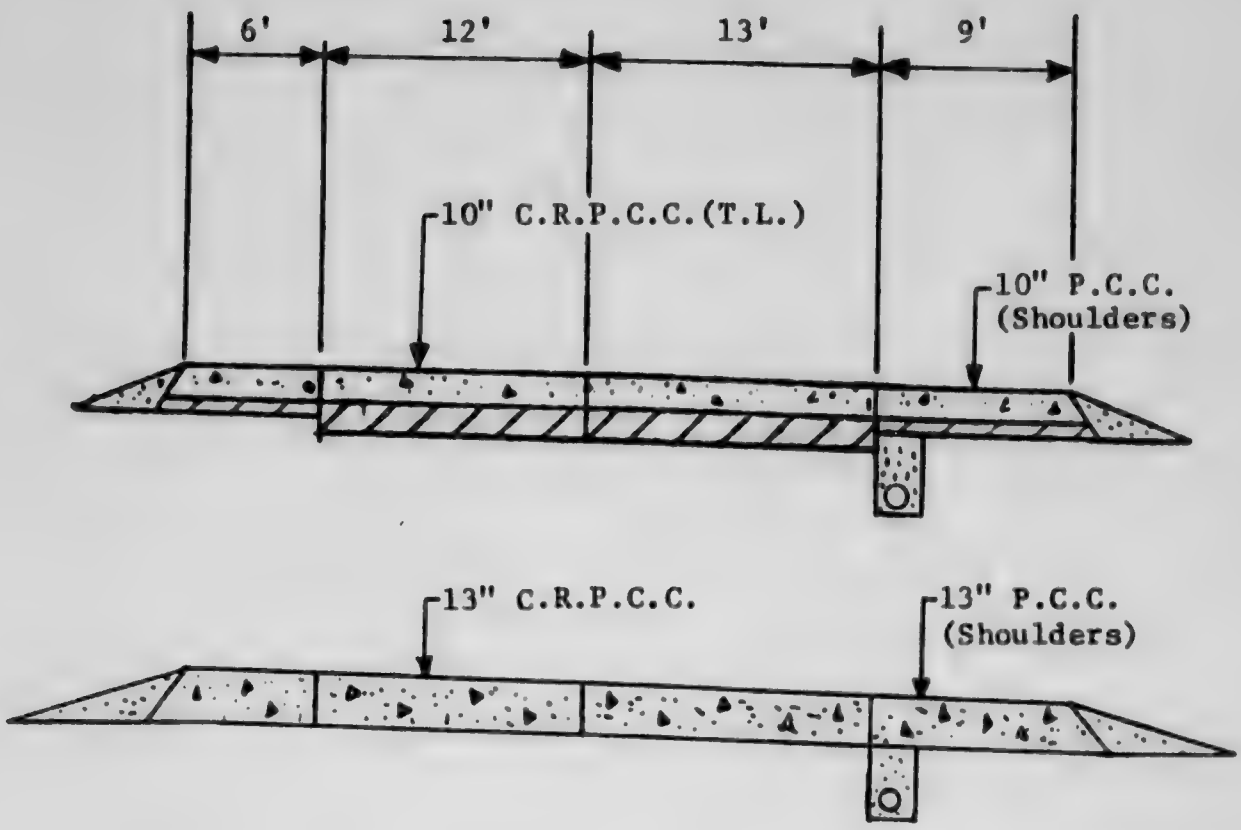
End Of Work Bonded P.C.C. O'lay

Length 7.12M

Name HERROCK

ITEM	Code	Unit	Quant.	Unit Cost	Tot
DIG-OUT SECTION					
P.C.C. pvmt. REMOVAL		S.Y.	3360	3.00	10,080
A.C. pvmt. REMOVAL		S.Y.	1700	1.50	2,550
AGGR. BASE		TON	1700	23.00	11,050
CLASS "B" A.C. MIX w/Liquid (shldr)		TON	480	24.00	11,520
R.P.C.C. – 13" (INSIDE LANE)		S.Y.	3350	10.00	10,680
DETOUR SECTION					
TEMP. BARRIER		LIN.FT.	14,500	10.00	145,000
MOVE TEMP. BARRIER		LIN.FT.	66,600	3.50	233,100
A.C. pvmt. Removal		S.Y.	46,218	1.50	69,327
Emb. IN PLACE		C.Y.	4236	4.00	16,944
GEN. EXC.		C.Y.	29,955	5.00	109,775
AGGR. BASE MAT'L.		TON	34,020	6.00	204,120
CLASS "B" A.C. MIX w/Liquid		TON	7784	24.00	194,600
			GRAND TOTAL ⇒		8,437,117

N. ALBANY-CORVALLIS LEBANON HWY
ALTERNATE NO. 3
CONTINUOUSLY REINFORCED P.C.C. OVERLAY



1. Install subdrainage for entire length
2. Overlay requirement is 10" C.R.P.C.C. for travel lanes and 10" P.C.C. for the shoulders on the main roadway sections
3. All structures on the roadway will be raised to meet extg. grade
4. Digout sections will be required where grade revisions (lowering) are necessary to maintain minimum clearances at u'xings.

   a. place 13" C.R.P.C.C. pvmt. on the travel lanes
   b. place 13" P.C.C. pvmt. on the shoulders

5. Anchors and expansion joints will be required at all bridge ends

10" CRPCC OLAY

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section N. ALBANY - CORVALLIS/LEBANON Hwy
Highway PACIFIC Hwy County LINN Prefix
Length 7.12 Miles Designer Date 1-16-84
Signed Jon Hancock Title

Grading & Drainage (INCLUDES BRIDGE ADJUSTMENT) $ 11,224,600

Surfacing $

Extra Work

STRIPING	$ 13,000
Pvmt. BUTTONS	$ 16,000
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 29,000

TOTAL . . . . . $ 11,253,600

+ 30 % Engineering and Contingencies $ 3,376,100

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $ -

Right of Way $ -

TOTAL ESTIMATED COST . . . . . $ 14,629,700

USE 14,630,000

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

SUMMARY—BID SCHEDULE—COST ESTIMATE — Date 12/13/83

Section: N. ALBANY - CORVALLIS/LEBANON Hwy. — County LINN

Kind Of Work 10" CRPCC O'LAY - Unbonded — Length 7.12 M — Name J. HEMMOCK

ITEM	Code	Unit	Quant.	Unit Cost	Tot.
MOBILIZATION		ALL	ALL	10%	1,005,600
T.P.&D.		ALL	ALL	2%	201,218
TEMP. SIGNING		Sq. FT.	800	6.00	4800
FLAGGING		HOUR	3600	16.00	57,600
P.C.C. REMOVAL		S.Y.	1750	3.00	5250
TRENCH EXC		C.Y.	2800	8.00	22,400
AGGR. BASE		TON	9100	6.00	54,600
C.R.P.C.C. - 10" (OVER TRENCH CUTS)		S.Y.	187,500	19.00	3,562,500
R.P.C.C. - (ERRATIC POURS)		S.Y.	1750	18.00	31,500
P.C.C. - (=HIDES)		S.Y.	112,500	15.00	1,687,500
BOMBFRACTER - 1½" A.C.		S.Y.	187,500	1.00	187,500
SLAB REPLACEMENT		S.Y.	4000	45.00	180,000
JOINT SAWING		LIN. FT.	225,600	2.00	451,200
4" DRAIN PIPE		LIN. FT.	75200	3.50	263200
OUTLET PROTECTION BLOCKS		EACH	250	30.00	7500
SPECIAL DRAIN MAT'L		C.Y.	2800	15.00	42,000
FILTER FABRIC		S.Y.	42,000	1.00	42,000
ANCHORS		LIN. FT.	1600	60.00	96,000
EXPANSION JOINTS		LIN. FT.	800	100.00	80,000
SLAB STABILIZATION (BREAKING & SEATING)		S.Y.	201,000	1.00	201,000
BRIDGE ADJUSTMENT		ALL	ALL	—	1,300,000

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date 12/13/83

Section N. Albany – Corvallis/Lebanon Hwy.

County LINN

Kind Of Work 10" C.R.P.C.C. O'Lay

Length 7.12

Name J. HEACOCK

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	DIG-OUT SECTION					
	P.C.C. Pvmt Removal		S.Y.	19000	3.00	57,000
	A.C. Pvmt Removal		S.Y.	12,700	1.50	19,050
	C.R.P.C.C. -13" (T.L.'s)		S.Y.	19,750	24.00	474,000
	P.C.C. -13" (shldrs)		S.Y.	11,900	19.00	226,100
	DETOUR SECTION					
	TEMP. BARRIER		LIN. FT.	14,500	10.00	145000
	MOVE TEMP. BARRIER		LIN. FT.	66,600	3.50	233,100
	EMB. IN PLACE		C.Y.	4236	4.00	16944
	GEN. EXC.		C.Y.	21955	5.00	109,775
	A.C. pvmt. REMOVAL		S.Y.	46,218	1.50	69,327
	AGGR. BASE MAT'L.		TON	34020	6.00	204,120
	CLASS 'B' A.C. MIX w/ Liquid.		TON	7784	24.00	186816
				GRAND TOTAL ⇒		1,122,600

9950.

CON 21-2
I-5, E.
C

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-5-4(92)228
N Jefferson Intchge-N Albany Intchge (SB)
Marion and Linn Counties
Proposed Surfacing Design

Date: January 23, 1984

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNT

We have reviewed the proposed surfacing design for the rehabilitation project on the subject project submitted by Mr. Frank E. Terpin in a January 12, 1984 letter.

We concur with your design which proposes to rehabilitate the existing P.C.C. pavement by undersealing the slabs, removing badly broken slabs and replacing with high early strength concrete, installing subdrains, sealing joints and cracks, placing materials for retarding reflective cracking, and overlaying with asphaltic concrete. As established in the analysis attached to Mr. Terpin's letter, this proposal would provide the benefits of lower initial costs, lower annual costs, and would allow for greater use of the remaining life of the existing structures.

We agree with your proposal to utilize materials designed to retard reflective cracking. We do however, request additional information as to what materials you propose to use and your basis for selection of those materials. ✓

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

RECEIVED
TECHNICAL SERVICES
JAN 25 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (F E Terpin)
OSHD (G Potter)

9-7-0 I-5 N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA

TO: J. H. Versteeg
Road Design Engineer

DATE: January 16, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: North Jefferson
North Albany Section
I-5

1 Versteeg
Anderson
Adams
3 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 18 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

In your January 12 memo concerning the subject overlay project, it was indicated that signs and traffic control devices may be upgraded as part of the project. There is currently an I-4R funding project in the Six Year Program for fiscal year 1985 to upgrade signs on I-5 from the Washington state line to the Linn/Lane county line. This work will probably be done by a signing contractor and we prefer that the sign upgrading be done as a part of the signing project instead of the overlay project. Unless we hear otherwise, we will include the sign upgrading in the signing project scheduled for fiscal year 1985.

L. E. George
Traffic Engineer

DKH:dkc

cc: D. O. Christensen

Per Mr. Versteeg,
copy sent to Region
2 on 1-19-84.

REFERRED TO
Mann 1 Henry
Cune Edwards
Eriksen 2 Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

NOTED
A. ANDERSON

81-125-1367

Contains Recycled Materials

990

CON 21-2
I-5, C.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1984

In Reply Refer to
File No.:

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
W. E. SCHWARTZ

N. Jefferson Intchge-N. Albany Intchge
(Southbound)
Marion and Linn Counties

Submitted herewith is the proposed surfacing design for the rehabilitation project on the subject section. The funding for this project will be FAI-4R.

This project is to rehabilitate P.C.C. Pavement that is deteriorated. The A.C. overlay thickness is the minimum required to minimize reflective cracking in the overlay. The P.C.C. Pavement is of mesh and dowel design with a 61.5-foot joint spacing.

Benkelman Beam deflections were run on a sampling of joints and cracks. This data supports the importance of undersealing the slabs prior to the overlay. Badly broken slabs will be removed and replaced prior to the overlay. Subdrains are required for approximately two-thirds of the length of the section.

If any questions arise about this proposal, they will be promptly answered.

ORIGINAL SIGNED BY
FRANK E. TERPIN
Frank E. Terpin, P.E., P.L.S.
Location Engineer

FET:JTS:ss ge
Attachment

RECEIVED
STATE HWY ENGR
JAN 13 '84
REFER TO Schwartz
FOR
Info | Invest | R/D | D/R | Sign | Act | File

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
C. O. Fredrickson
J. T. Scofield

Form 734-3122

CON 21-2
I-5, E.
C

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILES

DATE: January 12, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: 4-R Project
North Jefferson-North Albany Section
Southbound Interstate 5

The southbound lanes on this section of Interstate 5 will be overlayed with asphalt concrete which includes an E-Mix wearing course. The interchange ramps and overcrossing roadways will be considered for resurfacing as needed.

The work will include the following:

1. Repair or replacement of existing concrete slabs.
2. Slabs to be undersealed and stabilized.
3. Edge drains will be installed where needed. Drainage structures will be replaced or repaved as required.
4. Guardrail and shoulder barriers will be upgraded. Protection of potential hazard areas will be included.
5. Bridge decks will be sealed and it may be necessary to include some bridge deck repair.
6. Signs and traffic control devices will be upgraded.
7. This project will be constructed under traffic to avoid the high cost of constructing detours. Some delays and inconvenience to the traveling public is anticipated. Strong public reaction to these delays are expected.
8. The E-Mix wearing course can only be placed during warm weather (July and August), when the air and surface temperatures are ideal.
9. The specification, mix design, quality control, and construction control are critical in constructing a durable asphalt pavement to handle interstate truck traffic.

NOTED
E. S. HUNTER

JC Dotter
1-18-84

RECEIVED
TECHNICAL SERVICES
JAN 13 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

Contains Recycled Materials

81-125-1307

10a. Final Design will prepare plans for an early contract letting.

b. Region will provide information on drainage, night work, ramp terminals, bridge decks, and traffic control.

c. Surfacing Design will provide areas of concrete slab removal, slab stabilization, surfacing designs, slab and joint repairs, and crack treatment to reduce reflective cracking.

d. Bridge will evaluate structures for seal and deck repair.

e. The Traffic Section will provide information on sign replacement and other traffic-related items.

The project cost is in the $6 to $7 million range. It is intended that this section (pavement and structures) will be rehabilitated to last 15 years with a thin overlay programmed for the eighth year. By the year 2000, both pavement and structures will be worn out and should be replaced at that time.

JHV:kkr

cc: E. S. Hunter
Walt Hart
L. E. George
Jack Sullivan
Don Adams
John Scofield
C. O. Fredrickson
Glenn Hossner

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC

TO: J. H. Versteeg
Design Engineer

DATE: December 22, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Recommendation & Supporting Data for the North Jefferson Interchange - North Albany Interchange (Southbound) Section of I-5

Submitted herewith is data for three alternate rehabilitation stratagies for the subject project.

Alternate No. 1 is an A.C. overlay with an initial cost of $5.0 million, and an annual cost of $0.73 million.

Alternate No. 2 is a C.R.P.C.C. Bonded P.C.C. overlay with an initial cost of $13.55 million, and an annual cost of $1.05 million.

Alternate No. 3 is a 3-lane C.R.P.C.C. alternate as proposed by Region 3. The initial cost is $26.0 million with an annual cost of $1.37 million. Annual costs are based on 4% per annum value of money.

We recommend Alternate No. 1, based on the following factors:

1. Lower initial costs and annual costs.
2. This alternate can be considered an interim treatment, with evaluation of alternates, being repeated prior to future rehabilitation stages.
3. We have other sections of Interstate that are in need of immediate attention (McKenzie River-Willamette River and North Albany-Corvallis/Lebanon Highway Sections).
4. Delaying the addition of the 3rd lane and reconstruction of structures makes more use of the remaining life of the existing facilities.

Our rehabilitation design analysis for the North Albany-Corvallis/Lebanon Section and the McKenzie River-Willamette River Section, should be submitted by January 7. Annual cost for the design periods for these projects indicate that P.C.C. Pavement will be the most economical.

Attached are details including cost estimates for the alternates considered.

FET:ss

cc: John T. Scofield

1985 Hollywood Dist. Trans. Proj.9951
(Portl.) Unit 2 sec. NE Sandy Blvd.
(Gr, pv, ill, land, sig & sign) [redacted]

C+A 5916 1-5-77

7417 5-14-81
2-24-82

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 10068

Project No. IX-IXG-9326(14)

Project HOLLYWOOD DISTRICT TRANS. PROJ 2 Highway SANDY BLVD County MULTNOMAH

Type of Work \ Length-Rdy. ____ Brs. ____ Total 0.531

PRI Estimate - Date Submitted 12-20-84 Amount 2,710,000 Government 2,403,250 State — ~~Co.~~ City 306,750

PA Estimate - Date Submitted 2-25-85 Amount 2,533,516 Government 2,225,844 State ____ Co. City 307,672

Rev PA Estimate - Date Submitted 12-9-85 Amount 2,710,623 Government 2,377,933 State — Co. City 332,630

Rev PA Estimate - Date Submitted 2-10-86 Amount 2,748,066 Government 2,415,436 State ____ Co. City 328,630

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

Preliminary Engineering Phase I ____ Phase II ____ Rights of Way ____ Construction 12/27/84 Other ____

Project Agreement - Amount 2,225,844 Date 2-28-85 State Contract No. 9951 P.P.R. Copy 3-8-85

Modified Agreement - Amount 2,225,844 (178) 152,149 (580) Date 12-12-85 State Contract No. ____ P.P.R. Copy ____

Modified Agreement - Amount 2,415,436 (178) Date 2-14-86

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Modified Agreement - Amount ____ Date ____

Pro-rata ____ Group 1 ____ Group 2 ____ Group 3 ____ Group 8 ____ Group 9 ____

Appn Code 178

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 26 - 1648	Prefix	Prefix	Prefix
Final	3-14-91	0.00	2,395,301.94	5-20-91				
	Total							

FORM 734-3144 (Rev. 11-78)

7951

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. D[illegible]RTMENT OF TRANSPORTATION
FE[illegible]L HIGHWAY ADMINISTRATION

3-15-91

S[illegible] VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

		CURRENT BILLING	
VOUCHER PERIOD FROM 12 27 84		OTHER PROGRESS	FEDERAL AID PROJECT NO. IX-IXG-9326(14)
TO 04 06 89	X	FINAL VOUCHER (*)	

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,250,498.23	2,209,172.84	85.00	1,877,796.90	1,877,796.90	-0-
517,513.07	517,505.04	100.00	517,505.04	517,505.04	-0-
2,768,011.30	2,726,677.88		2,395,301.94	2,395,301.94	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3/15/91	Robert Z Warren

ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 2
SANDY BLVD.
MULTNOMAH COUNTY

CONSTRUCTION

TYPE CODE I000
ROADWAY (Sta. "S2" 0+11.70 to Sta. "S" 28+15.00)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$1,430,092.45
SFO 1 Permanent Striping (City of Portland)	All Required	14,385.52
SFO 4 Permanent Signs (City of Portland)	All Required	17,761.77
SFO 6 Construct Diverter (City of Portland)	All Required	6,941.77
SFO 7 Permanent Striping (State)	All Required	844.67
SFO 8 Adjustment of City of Portland Water Bureau Facilities (City of Portland)	All Required	27,600.31
SFO 12 Right Of Way Monumentation (City of Portland)	All Required	1,209.59
SFO 13 Modify Traffic Signal (City of Portland)	All Required	11,359.25
TOTAL I000		$1,510,195.33

TYPE CODE Y030
ILLUNIMATION

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 110,534.00
TOTAL Y030		$ 110,534.00

TYPE CODE Y031
TRAFFIC SIGNAL (11 LOCATIONS)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 460,447.92
SFO 2 Signal Controller Testing (State)	All Required	12,025.00
SFO 4 Permanent Signs (City of Portland)	All Required	5,920.59
SFO 9 Traffic Control Program (City of Portland)	All Required	4,500.00
SFO 10 Electrical Service for Irrigation System (Pacific Power & Light Co.) .25	All Required	15.52
SFO 11 Water for Irrigation System (City of Portland-Water Bureau) .25	All Requried	5.69
SFO 12 Right Of Way Monumentation (City of Portland)	All Required	403.19
SFO 13 Modify Traffic Signal (City of Portland) .25	All Required	3,786.43
TOTAL Y031		$ 487,104.34

9951 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
3/27/89	Ed Fischer, Assistant Area Engineer		IX-9326(14)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/31/85	2/10/87	100 %	240 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT (UNIT 2)
N. E. SANDY BOULEVARD (FAU 9326)
Grading, Paving, Illumination, Landscape, Signals & Signing

This project provided for the reconstruction of N. E. Sandy Blvd. from the Banfield Project termini thru the N. E. 47th Ave. and an adjacent section of N. E. 42nd Ave. and N. E. Broadway. Construction included roadbed grading, CTB, AC pavement, curbs, sidewalks, permanent signs, illumination, traffic signals and landscaping.

The contract was awarded to Copenhagan Utilities & Const., Inc. on 2/15/85. Work started 3/1/85 and was completed 10/27/85. The landscape establishment period ended 10/31/86.

The final cost of the project overran the original authorization by approximately eight percent. The largest increase was in engineering. A statement of overruns and underruns is attached to the Division office copy of this report.

All physical construction and materials incorporated into this project are considered to be in substantial compliance with the plans and specifications and standard construction practices. Final inspections of this project were performed on 6/10/87 and 8/30/88.

- ELF -

RECEIVED
STATE HWY ENGR
APR - 7 '89
ASSIGNED TO
Husby
FOR

cy
4-13

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE: Assistant Area Engineer	DATE: 4/3/89	TITLE: District Engineer	DATE: 4/6/89

FORM FHWA 14468 (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9951

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-IXG-9326(14)

2. STATE PROJECT NO.:

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 7, 1987

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: 59

10. GENERAL LOCATION:

Hollywood District Transportation Project (Unit 2)

11. GENERAL DESCRIPTION OF WORK

Construct diverter

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A[illegible] FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/7/87 as requested in Mr. Fredrickson's letter of 12/4/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $30,000; Federal Funds $25,500.

RECEIVED
STATE HWY ENGR
JAN 22 '88
REFER TO
Gilmour
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 1/20/88

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 9 .5 1

jc

U. S. DEPARTMENT OF TRANSPOI .TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-IXG-9326(14)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10068

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUL 10 '87

7. DATE AUTHORIZATION EFFECTIVE
June 10, 1987

8. FEDERAL ROUTE NUMBER
FAU 9326

9. STATE ROUTE NUMBER
59

REFER TO
Potter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

10. GENERAL LOCATION:
Hollywood District Transportation Project (Unit 2)

11. GENERAL DESCRIPTION OF WORK
Provide a left turn lane

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXXXXXXX
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/10/87 as requested in Mr. Fredrickson's letter of 6/26/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $19,500; Federal Funds $16,575.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/10/87		For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

011 = 75%
021 = 25%

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name)		("SFO") ORDER NO.
City of Portland : Maintenance Bureau		13
PROJECT NAME (SECTION)		CONTRACT NO.
Hollywood Dist. Transportation Project (Portland) Unit 2		C-9951
HIGHWAY	COUNTY	ACTIVITY OR OBJECT DETAIL CODE
NE Sandy Blvd	Multnomah	140,144
		F.A. PROJECT NO.
		IX-9326(14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Cut back a curb extension and modify traffic signals and striping to provide a left-turn lane for WB traffic on NE Broadway at NE 37th Ave.

ESTIMATE OF QUANTITIES AND COSTS:

Labor, equipment and materials: $19,500.00

Effective date of authorization for work 6-10-87
LMH

EXPLANATION:

An accident and several near misses have shown that traffic is having trouble realizing that WB traffic on Broadway wishing to make a left turn onto NE 37th must yield to oncoming EB traffic that must turn right at 37th Ave. By providing a separate phase for the WB Broadway left-turn movement, conflicts will be greatly reduced.

SUBMITTED BY	DATE	APPROVAL RECOMMENDED [redacted] BY REGION	DATE
Brett D. Kesterson Brett I. Kesterson TITLE Project Manager	6-17-87	Marion Cofft	6-19-87
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE
TITLE		Donald Kemper	JUN 22 1987

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting

9951

March 30, 1987

CON 5 - #9951

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On February 20, 1987, we wrote to you concerning release of final payment on Contract No. 9951 awarded to Copenhagen Utilities & Construction, Inc. for work on the Hollywood District Transportation Project (Portland) Unit 2 Section of FAU 9326 in Multnomah County.

Final payment on this contract is $708.15 and the total contract amount is $2,265,932.49, including $7,250.25 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Copenhagen Utilities & Construction, Inc.
13600 Ambler Road
P.O. Box 429
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9951

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9951

TO: Commission Services

DATE: February 10, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9951 , On Site Work Substantially Completed December 31, 1985
All Work Completed	November 25, 1986
Project	Hollywood District Transportation Unit 2
Highway	FAU 9326 (N.E. Sandy Blvd.)
County	Multnomah
Type of Work	Grading, Paving, Illum., Signals, Sign. & Lndscpng
Contractor	Copenhagen Utilities and Construction, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 2-20-87

RECEIVED
FEB 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9951 -

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: January 21, 1987

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9951

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9326(14)

Contract 9951 , Work Completed December 31, 1985

Project Hollywood District Transportation, Unit 2

Highway FAU 9326 (N.E. Sandy)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Dec. 11, 1986

for D. K. Hansen
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 30'87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
JAN 22 1987
OREGON DIVISION

734-2023 (2-85)

7951

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name: L HOLLYWOOD DISTRICT TRANSPORTATION PROJECT, UNIT 2				Contract No.: C09951
Highway: NE Sandy Blvd. (Portland)			County: Multnomah	Prefix No.: ---
Contract Time Elapsed: 100%	Contract Work Completed: 100 %	Contract Work Quality: Satisfactory	Contract Work Progress: Satisfactory	F.A. Project No.: IX-9326(14)
Inspection date: December 11, 1986		By: Bill Kappus, FHWA Area Engr.; Larry Heil, FHWA Asst. Area Engr.; and M. B. Smith, OSHD Liaison		
In company with: Brett Kesterson, City of Portland Project Manager				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Work on this project consisted of removal of existing roadway and reconstruction, including CTB, AC pavement, curbs, sidewalks, signing illumination, signals and landscaping.

All work on this project was completed in accordance and in compliance with plans and specifications.

Overall cost of project overrun approximately 8.7% due to several significant price agreements and extra work orders, and settlement of contractor claim.

No additional claims or requests for time extensions are anticipated.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
[illegible] 5 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

N/A	Date opened to traffic or in operation
A-10/26/85, B-12/17/85, C-12/23/85	Date of Second Notification
11/24/86	Date Contractor's notice for semi-final inspection received
12/23/85	Date Contractor removed equipment, plant, etc.
2/4/86	Estimated submittal date of semi-final estimate
12/11/86	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed M. B. Smith
Title Liaison Consultant

Form 734-1384 (Rev. 9/78)

SP*70731-734

9951

December 8, 1986

CON 5 - #9951

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon E. Morris
President

Thank you for your letter of November 20, 1986, cancelling your claim against Contract No. 9951. This was in connection with a claim for $23,533.74 against Wage Construction, Inc., sub-contractor.

You state this is in reference to Contract 9951 with Copenhagen Utilities & Construction, Inc., for work on the Hollywood District Transportation Project (Portland) Unit 2 Project.

This information will be noted in our records and we will advise the surety and the contractor.

Fran Neavell
COMMISSION SERVICES

cc: Copenhagen Utilities & Construction, Inc.
13600 Ambler Road
P.O. Box 429
Clackamas, OR 97015

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State: Filed 4-25-86; CL 1986-0168

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
12-8-86 cc

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

November 20, 1986

Dept. of Transportation
Transportation Building
Salem, OR 97310

RE: Cascade/Wog'e Construction, Inc.

Gentlemen:

March 25, 1986 I wrote you regarding Cascade's claim against your contract No. 9951 (copy attached). Cascade has now been satisfied as to any amounts due from Copenhagen for Woge's account on this project and we cancel our lien notice.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

March 25, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen
Commission Services

RE: Cascade/Wog'e Construction, Inc.

Gentlemen:

Cascade Construction Company, Inc. hereby gives notice of the following claims for truck and equipment rental furnished to Wog'e Construction, Inc.

Contract No.:	9951
Project:	FAU 9326 (N. E. Sandy Blvd.) Hollywood Transportation Project (Portland) Unit 2
Contractor:	Copenhagen Utilities & Construction, Inc.
Surety:	United Pacific Reliance Co.
Amount Due:	$23,533.74

Very truly yours,
CASCADE CONSTRUCTION COMPANY, INC.

JEN:mk

Jon E. Morris, President

cc: Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

Wog'e Construction, Inc.
5237 N. Haight Avenue
Portland, OR 97217

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

9151 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(14)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10068

2A. COUNTY NAME
Multnomah

6. TO

5 - 28 LL.

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
January 16, 1986

8. FEDERAL ROUTE NUMBER
FAU 9326

9. STATE ROUTE NUMBER
Primary 59

10. GENERAL LOCATION:
Hollywood District Transp. Project, Unit 2

11. GENERAL DESCRIPTION OF WORK
. Monumentation of Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/16/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,650; Federal Funds $1,402.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/29/86	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9951

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION): Hollywood Transportation Project (Portland) Unit 2	WEEK ENDING: May 24, 1986
	CONTRACT NO.: 9951
HIGHWAY: NE Sandy Blvd. (FAU 9326)	COUNTY: Multnomah
	F.A. PROJECT NO.: IX-9326(14)
CONTRACTOR: Copenhagen Util. & Const. Co.	KIND OF WORK: ~~Grading, paving, sign~~ ing, illumin., signals, landsc.
	DATE OF AWARD:

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,753,916.36

ESTIMATED PROJECT COST $ 2,737,792.59

ESTIMATED PERCENT OVERRUN/UNDERRUN 8 %

ENGINEERING

AUTHORIZATION $ 337,802.18

COST THIS WEEK $

TOTAL TO DATE $ 337,802.18

PERCENT OF AUTHORIZATION 100 %

FIRST NOTIFICATION DATE: March 1, 1985

ESTIMATED DATE OF COMPLETION, OR:

SECOND NOTIFICATION DATE AND: December 23, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: January 30, 1986

AVERAGE FORCE ON PROJECT THIS WEEK — SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	10-26-85				completed
	12-20-85				completed
	12-31-85	240	240	0	completed

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Landscape
ORIG. CONTRACT QUANTITIES	14173 CY	12800 T	6910 T			
EST. CORRECTED QUANTITIES	14524 CY	14445 T	8394 T			
EST. PERFORMED TO DATE	14524 CY	14445 T	8394 T			
PERCENT PERFORMED TO DATE	100%	100%	100%	100%	N/A	80%

ACTIVITIES THIS WEEK:

Gradeline worked on punch list items and installed concrete extruded curb at parking lot on 39th Ave. south of Sandy (per PA #9).

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

No work anticipated until 2nd establishsment period for landscaping is completed.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Next report at end of 2nd establishment period (week of July 5, 1986).

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Brett D. Hesterman

CL 1986-0168

9951

VICTOR ATIYEH
GOVERNOR

FILED
APR 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9951

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267
Portland, OR 97028

We have received your letter dated March 25, 1986, filing a claim concerning the following Highway Division contract:

FILED BY:	Cascade Construction Company, Inc.
AMOUNT:	$23,533.74
FOR:	Truck and equipment rental
AGAINST (PRIME CONTRACTOR):	Copenhagen Utilities & Construction, Inc.
SUBCONTRACTOR:	Wog'e Construction, Inc.
CONTRACT NO.:	9951
PROJECT:	Hollywood District Transportation Project (Portland) Unit 2, Multnomah County
SURETY:	United Pacific Insurance Company
AGENT:	KL & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

NOTED ON CARD
5/20/86 CB

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Copenhagen Utilities & Construction, Inc.
P.O. Box 429
Clackamas, OR 97015

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

(TR-JTRB 10-85)

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

March 25, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen
Commission Services

RE: Cascade/Wog'e Construction, Inc.

Gentlemen:

Cascade Construction Company, Inc. hereby gives notice of the following claims for truck and equipment rental furnished to Wog'e Construction, Inc.

Contract No.:	9951
Project:	FAU 9326 (N. E. Sandy Blvd.) Hollywood Transportation Project (Portland) Unit 2
Contractor:	Copenhagen Utilities & Construction, Inc.
Surety:	United Pacific Reliance Co.
Amount Due:	$23,533.74

Very truly yours,
CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris, President

JEM:mk

cc: Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

Wog'e Construction, Inc.
5237 N. Haight Avenue
Portland, OR 97217

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

9951

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 2-137
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon
County: Multnomah
Project Number: IX-IXG-9326(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,710,623.00	$ 2,748,066.00
Federal funds	$ 2,225,844.00	$ 2,415,436.00 (178)
Other revisions	152,149.00	- - - (580)

This modification is made for the following reasons:

To include increase in construction costs, and to delete appn code 580 and to increase appn code 178 to utilize available funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of FEB, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 10, 1986

FEDERAL AID PROJECT NO. IX-IXG-9326(14)

Hollywood District Transportation Project Unit 2
Sandy Blvd.
Multnomah Blvd.

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. "S2" 0+11.70 to Sta. "S" 28+15.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Total as on Estimate of December 9, 1985						$1,650,362.00

TYPE CODE Y030
Illumination

Total as on Estimate of December 9, 1985 $ 127,114.00

TYPE CODE Y031
Traffic Signal (11 Locations)

Signal Modification (PA #5A)	100%		$ 37,452.55
			$ 37,452.00
		Increase	$ 37,452.55
	Subtotal from Estimate of December 9, 1985		428,789.00
		Subtotal	$ 466,241.55
		Engineering	64,318.45
		Total	$ 530,550.00

TYPE CODE Y003
Landscaping

Total as on Estimate of December 9, 1985 $ 320,791.00

Length of Roadway ---------- 0.531 mile
Cost of Roadway Per Mile -------- $3,108,026.37

Retain in Reserve

Total as on Estimate of December 9, 1985 $ 119,249.00

SUMMARY OF FUNDS

Description	Pro-Rata	Group	Total Cost	Federal Funds	City Funds
Roadway	85%	031	$1,650,362.00	$1,402,807.00	$247,555.00
Illumination	85%	031	127,114.00	108,046.00	19,068.00
Signals	100%	041	530,550.00	530,550.00	---
Landscape	85%	031	320,791.00	272,672.00	48,119.00
Subtotal			$2,628,817.00	$2,314,075.00	$314,742.00
Reserve	85%	031	119,249.00	101,361.00	17,888.00
Total			$2,748,066.00	$2,415,436.00	$332,630.00

Group (31): 75%; Group (41): 25%
Contract No. 9951
Prefix: 726-1923
Prefix: C09951
Appn Code: 178

RLC:me

9951

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 12-1104.111	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 2		County: Multnomah
		Project Number: IX-IXG-9326(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,533,516.00	$ 2,710,623.00
Federal funds	$ 2,225,844.00	$ 2,377,993.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Highway Division

PRO

December 9, 1985

Ted Spence
Metro Region

Gary A. Potter, Manager
Program Section

Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-IXG-9326(14), Hollywood District Transportation Project Unit 2, in the amount shown:

Current Obligation	Present Estimate	Increase
$ 2,225,844.00	$ 2,377,993.00	$152,149.00

Please arrange for updating of MSD's records to show this change. This project is one of several under "Hollywood District Improvements (NE Sandy Blvd.-37th to 47th)" in MSD's TIP.

RLC:bkb
Attachment
cc: G. Zehner, (w/attach.)
W. Schulte, Metro (w/attach.)
General Files

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 9, 1985

FEDERAL AID PROJECT NO. IX-IXG-9326(14)

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 2
SANDY BLVD.
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. "S2" 0+11.70 TO STA. "S" 28+15.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
3/4"-0 Aggregate Base	$ 17.50	1,200	$21,000.00	2,352	$41,160.00
Cement Treated Base Mixture	11.50	12,800	147,200.00	14,445	166,117.50
Class C Asphalt Concrete Mixture	22.70	6,910	156,857.00	8,255	187,388.50
Asphalt Cement in Mixture	180.25	398	71,739.50	440	79,310.00
Concrete Walks	15.65	7,280	113,932.00	7,746	121,224.90
			$510,728.50		$595,200.90

Increase	$ 84,472.40
Subtotal from estimate of Feb. 25, 1985	1,350,625.65
Subtotal	$1,435,098.05
Engineering	215,263.95
Total	$1,650,362.00

TYPE CODE Y030
ILLUMINATION

Subtotal from estimate of Feb. 25, 1985	$ 110,534.00
Engineering	16,580.00
Total	$ 127,114.00

TYPE CODE Y031
TRAFFIC SIGNAL (11 LOCATION)

					Subtotal from estimate of Feb. 25, 1985	$ 428,789.00
					Engineering	64,318.00
					Total	$ 493,107.00

TYPE CODE Y003
LANDSCAPING

Furnishing and Planting						
Deciduous Trees	140.00	236	33,040.00	258	36,120.00	
Rectangular Tree Grate	650.00	146	94,900.00	159	103,350.00	
Square Tree Grate	415.00	70	29,050.00	79	32,785.00	
Irrigation Service						
Bop	0.68	---		---	5,313.00	
			$156,990.00		$177,568.00	
					Increase	$ 20,578.00
					Subtotal from estimate of Feb. 25, 1985	258,370.90
					Subtotal	$ 278,948.90
					Engineering	41,842.10
					Total	$ 320,791.00

Length of Roadway	0.531 mi.
Cost of Roadway Per Mile	$3,108,026.37

RETAIN IN RESERVE

Permanent Signing (City)	All Required	$ 21,200.00
Asphalt Cement Adjustment	All Required	10,800.00
Adjust and Install Water Facilities (City)	All Required	39,845.00
Const. Work @ 39th & Tillamook	All Required	30,000.00
Sign Removal 37th & Broadway	All Required	1,000.00
Luminaire Removal	All Required	850.00
	Subtotal	$ 103,695.00
	Engineering	15,554.00
	Total	$ 119,249.00

SUMMARY OF FUNDS

Description	Pro-Rata	Group	Total Cost	Federal Funds	City Funds
Roadway	85%	031	$ 1,650,362.00	$ 1,402,807.00	$ 247,555.00
Illum.	85%	031	127,114.00	108,046.00	19,068.00
Signals	100%	041	493,107.00	493,107.00	---
Landscape	85%	031	320,791.00	272,672.00	48,119.00
Subtotal			$ 2,591,374.00	$ 2,276,632.00	$ 314,742.00
Reserve	85%		119,249.00	101,361.00	17,888.00
Total			$ 2,710,623.00	$ 2,377,993.00	$ 332,630.00

Group 1 75%; Group 2: 25%
Contract No. 9951
Prefix: 726-1923
Prefix: C09951
Appn Code: 178
RLC:bkb

9751

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-27-29	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 1	8-26-85	Project Number: IX-IXG-9326(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,533,516	$ 2,533,516
Federal funds	$ 2,225,844 (580)	$ 2,225,844 (178)
Other revisions		

This modification is made for the following reasons: to change appropriation code.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX By For: E.S. Hunter

Acting State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

RECEIVED
SEP 05 1985
Federal Aid Unit
RECEIVED
SEP 10 1985
Federal Aid Unit

9451

STATE COPY

TO BE COMPLETED BY FHWA		STATE
3-15	U.S. Department of Transportation, Federal Highway Administration — **FEDERAL-AID PROJECT AGREEMENT**	OREGON
		COUNTY: MULTNOMAH
		PROJECT NO.: IX-IXG-9326(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hollywood District Transportation Project-Unit 2

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-27-84	0.531
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,533,516.00	$ 482,388 @ 100% = $482,388 $2,051,128 @ 85% = $1,743,456 $2,225,844

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 2/28/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 25, 1985

FEDERAL AID PROJECT NO. IX-IXG-9326(14)

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 2
SANDY BLVD.
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 'S2' 0+11.70 to Sta. 'S' 28+15.00)

Mobilization	Lump Sum	All	Lump Sum	$ 200,641.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	32,000.00
Temporary Signs	Sq. Ft.	1,665	19.00	31,635.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,120	8.80	9,856.00
Moving Temporary Concrete Barriers	Lin. Ft.	1,120	10.60	11,872.00
Temporary Plastic Safety Markers	Each	340	41.25	14,025.00
Flaggers	Hour	2,000	8.80	17,600.00
Temporary Amber Flasher	Each	6	570.00	3,420.00
Temporary Wooden Walks	Lin. Ft.	725	17.88	12,963.00
Temporary Barricades, Type II	Each	55	30.00	1,650.00
Temporary Barricades, Type III	Each	22	92.00	2,024.00
Temporary Striping	Lump Sum	All	Lump Sum	20,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	59,134.00
General Excavation	Cu. Yd.	14,173	7.00	99,211.00
Cold Plane Pavement Removal	Sq. Yd.	12,503	1.65	20,629.95
Utility Trench	Lin. Ft.	5,182	4.00	20,728.00
Furnishing and Placing Topsoil	Lump Sum	All	Lump Sum	16,250.00
3/4"-0 Aggregate Base	Ton	1,200	17.50	21,000.00
1"-0 Aggregate Base	Ton	103	14.00	1,442.00
3/4"-0 Aggregate Base, 4" Thick	Sq. Yd.	205	3.60	738.00
Cement Treated Base Mixture	Ton	12,800	11.50	147,200.00
Portland Cement in CTB Mixture	Ton	704	79.10	55,686.40
Class "C" Asphalt Concrete Mixture	Ton	6,910	22.70	156,857.00
Asphalt Cement in Mixture	Ton	398	180.25	71,739.50
Hydrated Lime in Mixture	Ton	83	1.05	87.15
8-inch Storm Sewer Pipe	Lin. Ft.	1,456	23.25	33,852.00
10-inch Storm Sewer Pipe	Lin. Ft.	295	24.40	7,198.00
Extra for Pipe Under Pavement	Lin. Ft.	307	16.50	5,065.50
Concrete Manholes	Each	1	1,200.00	1,200.00

Concrete Inlets, Type "CG-2"	Each	5	450.00	2,250.00
Concrete Inlets, Type "P"	Each	41	385.00	15,785.00
Concrete Walks	Sq. Yd.	7,280	15.65	113,932.00
Concrete Driveways	Sq. Yd.	1,190	18.95	22,550.50
Concrete Stairs	Lin. Ft.	26	31.00	806.00
Reinforced Concrete Surfacing	Sq. Yd.	25	33.00	825.00
Concrete Curbs, Type "A"	Lin. Ft.	6,394	6.75	43,159.50
Concrete Curbs, Type "C"	Lin. Ft.	1,335	6.15	8,210.25
Stamped Concrete Surfacing, Island	Sq. Yd.	72	41.50	2,988.00
Extra for Asphalt Approaches	Sq. Yd.	169	15.50	2,619.50
Drainage Curbs	Lin. Ft.	134	3.10	415.40
Adjusting Manholes	Each	23	198.00	4,554.00
Adjusting Boxes	Each	15	242.00	3,630.00
Adjusting Handrail	Each	2	300.00	600.00
Adjusting Vault	Each	4	825.00	3,300.00
Abandon Oil Tank	Lump Sum	All	Lump Sum	1,000.00
SIGNING				
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	9,075.00
Sign Support Footings	Lump Sum	All	Lump Sum	4,180.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	11,000.00
Type "U" Signs in Place	Sq. Ft.	267	23.00	6,141.00
				$1,332,725.65
ANTICIPATED ITEMS				
Permanent Pavement Striping (City)		All Required		$ 17,300.00
Permanent Pavement Striping (State)		All Required		600.00
				$ 17,900.00
			SUBTOTAL	$1,350,625.65
			Engineering	168,828.35
			TOTAL	$1,519,454.00
TYPE CODE Y030 ILLUMINATION				
Pole Foundations	Lump Sum	All	Lump Sum	$ 18,942.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	26,111.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	10,815.00

Switching, Conduit, Wiring, Etc.	Lump Sum	All		Lump Sum	54,666.00
			SUBTOTAL		$ 110,534.00
			Engineering		13,817.00
			TOTAL		$ 124,351.00

TYPE CODE Y031
TRAFFIC SIGNALS (11 LOCATIONS)

Traffic Signal Installation, Complete	Lump Sum	All		Lump Sum	$ 413,764.00
					$ 413,764.00

ANTICIPATED ITEMS

Signal Controller Testing		All Required			$ 12,025.00
Traffic Controller Programs		All Required			3,000.00
					$ 15,025.00
			SUBTOTAL		$ 428,789.00
			Engineering		53,599.00
			TOTAL		$ 482,388.00

TYPE CODE Y003
LANDSCAPING

Furnishing and Planting Deciduous Trees	Each	236		200.00	$ 47,200.00
Furnishing and Planting Shrubs	Each	686		6.20	4,253.20
Furnishing and Planting Ground Cover	Each	517		3.10	1,602.70
Soil Conditioner	Lump Sum	All		Lump Sum	1,550.00
Bark Mulch	Lump Sum	All		Lump Sum	1,550.00
Irrigation System	Lump Sum	All		Lump Sum	4,150.00
Bench	Each	24		660.00	15,840.00
Bicycle Rack	Each	15		125.00	1,875.00
Precast Concrete Planter	Each	75		468.00	35,100.00
Round Tree Grate	Each	18		365.00	6,570.00
Rectangular Tree Grate	Each	146		650.00	94,900.00
Square Tree Grate	Each	70		415.00	29,050.00
Waste Receptacle	Each	30		470.00	14,100.00
Relocate Existing Bicycle Rack	Each	7		90.00	630.00
			SUBTOTAL		$ 258,370.90
			Engineering		32,296.10
			TOTAL		$ 290,667.00

Length of Roadway ---------- 0.531 mile
Cost of Roadway Per Mile -------- $2,861,495.29

RETAIN IN RESERVE

Permannet Signing (City)	All Required	$ 21,200.00
Asphalt Cement Adjustment	All Required	10,800.00
Adjust and Install Water Facilities (City)	All Required	39,845.00
Const. Work @ 39th & Tillamook	All Required	30,000.00
Sign Removal 37th & Broadway	All Required	1,000.00
Luminaire Removal	All Required	850.00
	SUBTOTAL	$ 103,695.00
	Engineering	12,961.00
	TOTAL	$ 116,656.00

SUMMARY OF FUNDS

DESCRIPTION	PRO RATA	GROUP	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	85%	1	$1,519,454.00	$1,291,535.00	$227,919.00
Illum.	85%	1	124,351.00	105,698.00	18,653.00
Signals	100%	2	482,388.00	482,388.00	--
Landscape	85%	1	290,667.00	247,066.00	43,601.00
SUBTOTAL			$2,416,860.00	$2,126,687.00	$290,173.00
Reserve	85%		116,656.00	99,157.00	17,499.00
TOTAL			$2,533,516.00	$2,225,844.00	$307,672.00

Group 1: 75%; Group 2: 25%
Contract No. 9951
Prefix: 726-1923
Prefix: 26-1048

CPL:pf WH:pf

1951

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION		WEEK ENDING: February 8,1986
		SECTION PREFIX: 26-1048
HIGHWAY: 9326 (NE Sandy Blvd.)		COUNTY: Multnomah
NAME OF JOB: Hollywood Dist. Tran. Proj. (Ptld) Unit II	KIND OF WORK: Grading, paving, signing, illumination, traffic signal and landscaping	
CONTRACTOR: Copenhagen Utilities & Construction, Inc.	CONTRACT NUMBER: 9951	FEDERAL AID PROJECT NUMBER: IX-9326(14)
DATE OF CONTRACT: February 15, 1985	DATE WORK STARTED: 3-01-85	ESTIMATED COMPLETION DATE: October 26, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 240	CALENDAR DAYS USED: 240
PROJECT AUTHORIZATION: $ 2,753,916.36	SPECIFIED COMPLETION DATE: 10/26/85; 12/20/85; 12/31/85	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 2,416,114.18	ENGINEERING AUTHORIZATION: $ 337,802.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,393,467.85	ENGINEERING COST TO DATE: $ 337,802.18	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: 10/26/85; 12/17/85; 12/23/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	Traffic Sig	Illumination	Landscaping
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14173 CY	12800 T			6910 T
TOTAL QUANTITIES CORRECTED TO DATE	14524 CY	14445 T			8394 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14524 CY	14445 T			8394 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

February

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
February 2 SUNDAY	No work on site
3 MONDAY	" "
4 TUESDAY	S&L:Placing 1½-3/4 in tree wells.
5 WEDNESDAY	No work on site.
6 THURSDAY	S&L: Placing 1½-3/4 in tree wells.
7 FRIDAY	S&L: Placing 1½-3/4 in tree wells.
SATURDAY 8	No work on site

REMARKS

SIGNED Brett I. Kesterson LOCATION City of Portland

Brett I. Kesterson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

EXPENDITURE ACCOUNT PARTICIPANT INFORMATION

FUNCTION BEING PERFORMED : VIEW

AGENCY : 02 EXPENDITURE ACCOUNT : C09951 SUBJOB : 000 -NEXT SCREEN- : D

LINE CNT	BIENNIUM	PROGRAM	APPN SYMB	FUND CODE	FUND DTL	FUND SRC	CONTR NO	AGREEMENT NUMBER	AGREEMENT SUF	PERCENT	COUNTY
01:	85	0202001001	001	002	01	0	A	F00701	00	63.75	011
02:	85	0202001001	001	002	01	0	E	F00701	01	11.25	
03:	85	0202001001	001	002	01	0	A	F00702	00	25.00	021
04:	85	0202001001	001	002	01	0	E	F00702	01	0.00	
05:	87	0202001001	001	002	01	0	A 1	F03794	00	66.57	031
06:	87	0202001001	001	002	01	0	E 2	F03794	01	11.75	
07:	87	0202001001	001	002	01	0	A 3	F03793	00	21.68	041
08:	87	0202001001	001	002	01	0	E 4	F03793	01	0.00	
09:	87	0202001001	001	002	01	0	A 5	F00701	00	0.00	
10:	87	0202001001	001	002	01	0	E 6	F00701	01	0.00	
11:	87	0202001001	001	002	01	0	A 7	F00702	00	0.00	
12:	87	0202001001	001	002	01	0	E 8	F00702	01	0.00	
13:											
14:											

NUMBER OF LINES : 12 NEXT LINE NUMBER :

2-5(5)
F0080 6

9951

P

1-16-86

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name)		FUNCTION NO. — ("SFO") ORDER NO.
City of Portland - Bureau of Transportation Engineering		983 — 12
PROJECT NAME (SECTION)		CONTRACT NO.
Hollywood District Tra..sportation Project, Unit 2		9951
HIGHWAY	COUNTY	PREFIX
N.E. Sandy Blvd.	Multnomah	26-1048
		F.A. PROJECT NO.
		IX-9326(14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Install right-of-way monumentation at the following locations:

1) NE 37th & Broadway, SW corner
2) NE 42nd & Halsey, NW corner
3) NE Sandy from 39th to 40th Ave., south side
4) NE Sandy & 40th, SE corner
5) NE 42nd & Broadway, NW corner
6) NE 43rd & Hancock, NE corner

ESTIMATE OF QUANTITIES AND COSTS:

Survey crew at $550/day for 3 days = $1,650.00

...ive date of authorization for work 1/16/86

EXPLANATION:

Oregon State Highway Division Notice No. CON 85-12 allows Project Manager to request a SFO to install monumentation in lieu of using construction engineering to perform work.

SUBMITTED BY	DATE	APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION	DATE
Brett I. Kesterson TITLE Project Manager	January 9, 1986	Marion Cuff	1-14-86
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE
TITLE		Arnold Kumiet	1-16-86

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK PLANNED ...

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting

9951

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IS-IXG-9326(14)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: August 28,1985

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project - Unit #2

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 8-19-85 the Program Change is approved as follows:

"Extend beginning of project in a southwesterly direction 100 feet to Station - 1+11. Revise project length to read 0.549 miles."

RECEIVED
STATE HWY ENGR
SEP - 5 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 9/9

14. DATE: 9/3/85

15. SIGNATURE OF APPROVING OFFICIAL: S. K. Hamm

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

-9951

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 5, 1985

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

FROM: E. S. Hunter
Acting State Highway Engineer

CC 3 E

SUBJECT: Request for Increase in Project Authorization
Hollywood District Transportation Project, Unit 2 Section
N. E. Sandy Blvd. Highway, Multnomah County
Contract No. 9951

This federal-aid Interstate Transfer project is approximately half finished with completion anticipated in November, 1985, and it now appears that the final cost will exceed the project authoriation by $220,400 or nine percent.

Additional quantities of crushed aggregate were required for temporary connections and on shoulder areas in this heavily traveled business area, and a modification of the traffic signal installation was necessary to properly handle traffic through the project. These two items added more than $60,000 to the cost of the project.

The largest factor contributing to the overrun, however, is expected to be that of construction engineering costs. This project is located in a very heavily traveled, high density business district of Portland. Citizen concern and involvement has been intense and is expected to continue to be so. Complicated handling of utility adjustments, stage construction, and problems with weak subgrade in various locations demand constant oversight and management to keep the project moving on schedule.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $220,400 to a new total of $2,753,916.36. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Hollywood District Transportation Project, Unit 2 Section
N.E. Sandy Blvd. Highway, Multnomah County
Contract No. 9951

This federal-aid Interstate Transfer project is approximately half finished with completion anticipated in November, 1985, and it now appears that the final cost will exceed the project authorization by $220,400.00 or nine percent.

Additional quantities of crushed aggregate were required for temporary connections and on shoulder areas in this heavily traveled business area, and a modification of the traffic signal installation was necessary to properly handle traffic through the project. These two items added more than $60,000.00 to the cost of the project.

The largest factor contributing to the overrun, however, is expected to be that of construction engineering costs. This project is located in a very heavily traveled, high density business district of Portland. Citizen concern and involvement has been intense and is expected to continue to be so. Complicated handling of utility adjustments, stage construction, and problems with weak subgrade in various locations demand constant oversight and management to keep the project moving on schedule.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $220,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Brett Kesterson
Mike Smith
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1387

9951

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: August 19, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-IXG-9326(14)
Hollywood District Transp. Project (Unit 2)
N.E. Sandy Blvd.
Multnomah County

I request your approval of a program change on the subject project to extend the beginning of the project in a southwesterly direction 100 feet to Sta.-1+11 as indicated on t he enclosed copy of Price Agreement No. 3. This change will involve a revision in project length to read 0.549 mile.

I further request approval of the enclosed Price Agreement No. 3 at an estimated total cost of $3,605.67 with no anticipated increase in total cost or federal funds on the project at this time.

CPL:bkb
Enc.
cc: E.L. Hardt (Metro)
P. Patterson
G. Zehner
General Files

Form 734-3122

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION): Hollywood District Trans.Proj. Unit 2		CONTRACT NO.: 9951
HIGHWAY: NE Sandy Blvd.	COUNTY: Multnomah	PREFIX: 26-1048
CONTRACTOR'S NAME AND ADDRESS: Copenhagen Utilities & Const., Inc. 13600 Ambler Rd. P.O. Box 429 Clackamas, Oregon 97015		F. A. PROJECT NO.: IX-9326(14) PRICE AGREEMENT NO.: 3

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

a) Change beginning station of work shown on sheet no. 10 of plans from Sta. '52' 0+11.70 to (-) 1 (-) 11 and increase BI 15, Cold Plane Pavement Removal, by 6 85 sq.yd., increase BI 23, Class "C" Asphalt Concrete Mixture, by 76 tons, and increase BI 24, Asphalt Cement in Mixture, by 4 tons.

b) Remove existing A.C. ramp back to paper joint at Sta. '52' (-) 1 (-) 11

c) Credit for non-spec concrete placed from Sta. '42A' 1+18 to 2+16 Rt.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3003A	Increase Project Limits	---	---	Bid Prices	---
3003B	Remove A.C. Ramp	100%	Lump Sum	125.00	125.00
3003C	Credit Non-Spec. Concrete	100%	Lump Sum	(-95.78)	(-95.78)

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 3,605.67

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

a) No additional
b) No additional
c) Credit for use of 8.5 c.y. of commercial concrete that contained 5.5 sacks of cement instead of 6.0 sacks as specified in Special Provisions.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Leland L. Pilot — CONTRACTOR — DATE: 7/12/85

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER: Brett I. Kesterson — BRETT I. KESTERSON — DATE: 7-19-85

APPROVAL RECOMMENDED BY REGION [redacted] — Marvin Cook — DATE: 7-24-85

NOTED OR APPROVED BY CONSTRUCTION — DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): Hollywood District Trans. Proj., Unit 2				CONTRACT NO.: 9951
HIGHWAY: NE Sandy Blvd.		COUNTY: Multnomah		PREFIX: 26-1048
NET EFFECT OF ORDER ON PROJECT INCREASE [redacted] $3605.67	PROJECT AUTHORIZATION: $ 2,533,516.36	EST. PROJECT COST WITH ORDER: $ 2,533,516.36	OVERRUN: 0 %	F.A. PROJECT NO.: IX-9326(14)
ESTIMATED STARTING DATE*: 8/19/85 OR	DATE WORK WAS STARTED*	WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☒ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER): P.A. #3

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN): Brett I. Kesterson	DATE: 7/19/85	FOR: ☐ REVIEW ☒ APPROVAL	SUBMITTED TO CONSTRUCTION BY REGION (SIGN): Marion Cliff	DATE: 7-24-85	FOR: ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH— DATE

BY DATE

BY DATE

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*— DATE

BY DATE

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA— DATE

BY

FHWA TENTATIVE APPROVAL OBTAINED FROM— DATE

BY

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☒ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): DATE

BY

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): DATE

BY

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

Work to be done

a) Cold plane and pave 37th and Sandy intersection; b) Remove temp. A.C. ramp on Sandy just west of 37th Ave.; c) Credit project for non-spec concrete sidewalk.

Reason for work

a) Discovered that Banfield project did not pave 37th & Sandy intersection nor this project; b) Necessary to remove temp A.C. ramp left at end of Banfield project paving; c) Concrete supplier accidentally delivered 5.5 sack concrete instead of 6.0 sack.

Cost Justification

See form 734-1877

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S)

4451

18V-146

INDEX OF SHEETS	
	DESCRIPTION
LE SHEET	
PICAL SECTIONS	
LAND DETAIL & IRRIGATION PLAN	
TAILS	
TEMP. PROT. & DIRECTION OF TRAFFIC	
ROADWAY ILLUMINATION	
SIGNALIZATION PLANS	
RMANENT SIGNING	
RMANENT STRIPING	
MMARY SHEET	
NSTRUCTION PLAN (SANDY AT BROADWAY)	
GNMENT PLAN	•
OFILE PLAN	•
NSTRUCTION PLAN (SANDY AT 41ST)	
GNMENT PLAN & PROFILE	•
NSTRUCTION PLAN (SANDY AT HANCOCK)	
GNMENT PLAN	•
OFILE PLAN	•
NSTRUCTION PLAN (42ND AT BROADWAY)	
GNMENT PLAN	•
OFILE PLAN	•
NSTRUCTION PLAN (42ND AT HALSEY)	
GNMENT PLAN & PROFILE	•
NSTRUCTION PLAN (37TH AT BROADWAY)	
GNMENT PLAN & PROFILE	•
NSTRUCTION PLAN (UTILITY TRENCH AND INCIDENTALS)	
STRUCTION PLAN (SANDY - 3 to 39, OVERLAY)	

DRAWING NOS.
CRETE STAIR
BS
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WALK RAMP
C INLETS
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SUPPORT
GATION
GATION
12 TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
TING DETAILS

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, ILLUMINATION, LANDSCAPE, SIGNALS AND SIGNING

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT (PORTLAND)

UNIT 2

F.A.U. 9326 (N.E. SANDY BLVD.)

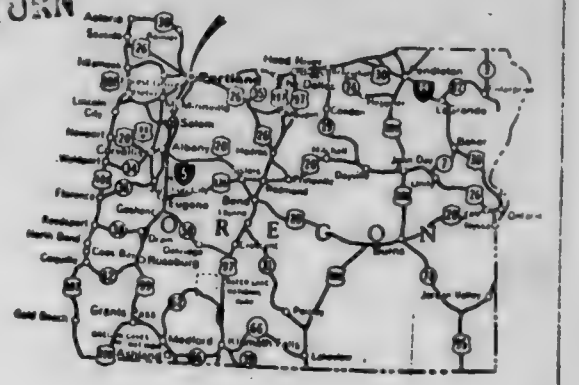
MULTNOMAH COUNTY

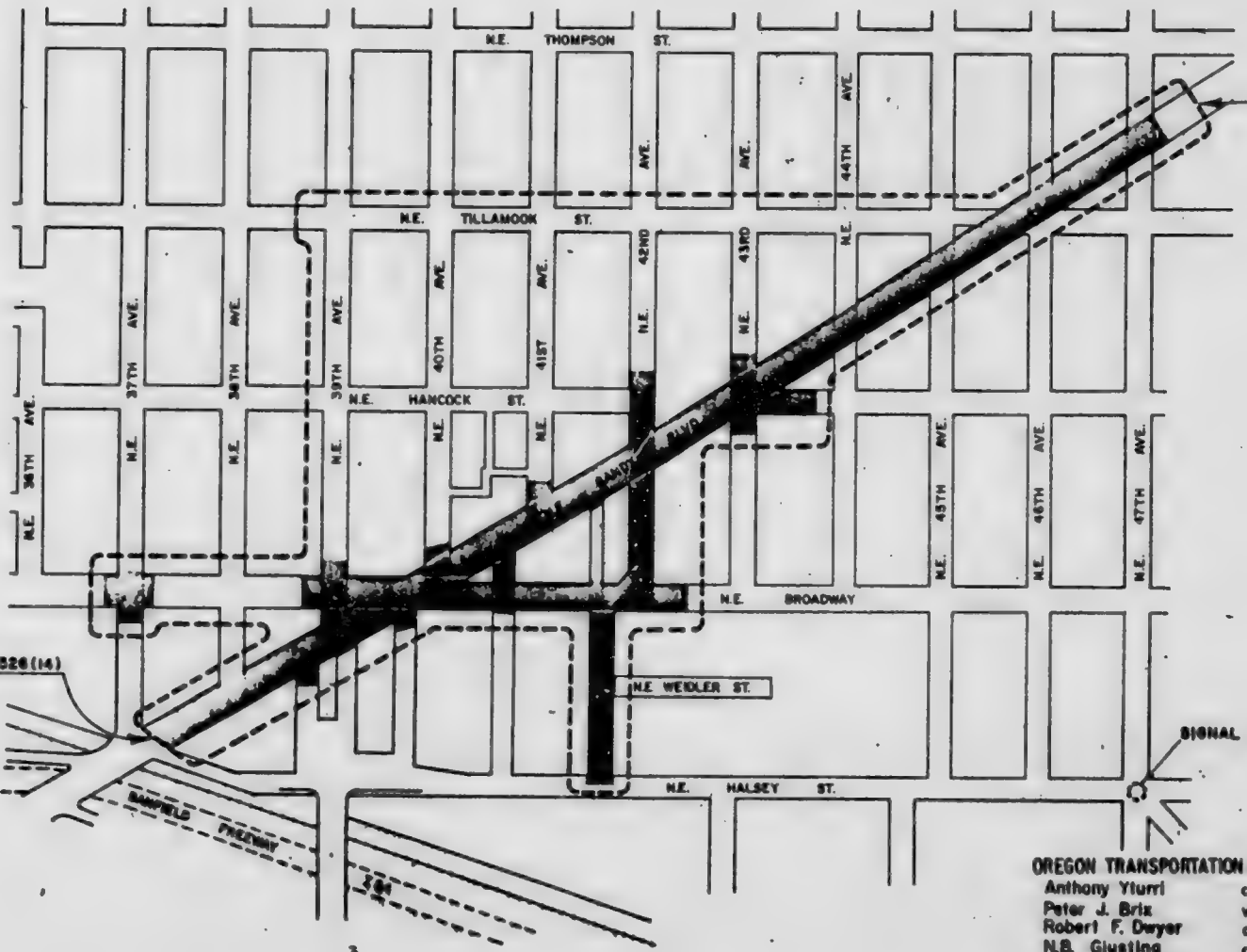
JAN. 1985

OVERALL LENGTH OF PROJECT - 0.83 MILES

Hollywood District Transportation Project UNIT 2 PORTLAND SECTION MULTNOMAH COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9326(14)	1985	

CONSTRUCTION DEPARTMENT
PLEASE RETURN





END OF PROJECT IX-9326(14)
STATION 'S' 28+15.00

BEGINNING OF PROJECT IX-9326(14)
STATION 'S2' 0+11.70

SCALE
1" = 200 FT.

SIGNAL WORK ONLY

PLANS PREPARED BY CITY OF PORTLAND

APPROVED: Richard O. Schmidt P.E., City Engineer

STREETS ONLY — L. DAVID HILL — OREGON — JULY 14, 1978

SIGNALS ONLY — MARTIN C. MEIER — OREGON — NOV. 30, 1982

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
ASSISTANT STATE HIGHWAY ENGINEER — DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred Miller	DIRECTOR OF TRANSPORTATION

1451

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-2C	TYPICAL SECTIONS
2D	ISLAND DETAIL & IRRIGATION PLAN
2E-2H	DETAILS
2I to 2I-4	TEMP. PROT. & DIRECTION OF TRAFFIC
2J, 2J-2	ROADWAY ILLUMINATION
2K to 2K-13	SIGNALIZATION PLANS
2L	PERMANENT SIGNING
2M	PERMANENT STRIPING
2N	SUMMARY SHEET
3	CONSTRUCTION PLAN (SANDY AT BROADWAY)
3A-3B	ALIGNMENT PLAN "
3C-3D	PROFILE PLAN "
4	CONSTRUCTION PLAN (SANDY AT 41ST)
4A	ALIGNMENT PLAN & PROFILE "
5	CONSTRUCTION PLAN (SANDY AT HANCOCK)
5A-5B	ALIGNMENT PLAN "
5C-5D	PROFILE PLAN "
6	CONSTRUCTION PLAN (42ND AT BROADWAY)
6A	ALIGNMENT PLAN "
6B	PROFILE PLAN "
7	CONSTRUCTION PLAN (42ND AT HALSEY)
7A	ALIGNMENT PLAN & PROFILE "
8	CONSTRUCTION PLAN (37TH AT BROADWAY)
8A	ALIGNMENT PLAN & PROFILE "
9	CONSTRUCTION PLAN (UTILITY TRENCH AND INCIDENTALS)
10	CONSTRUCTION PLAN (SANDY - 37th to 39, OVERLAY)

DRAWING NOS.

2050	CONCRETE STAIR
2077	CURBS
2077A	TRAFFIC SEPARATORS
2077B	SIDEWALK RAMP
2103	CONC. INLETS
3110-4	SINGLE POST SLIP BASE SIGN SUPPORT
L1014	IRRIGATION
L1015	IRRIGATION
S-1, S-2, S-3, S-5, S-7, S-12, 2126C, 2127, 2133, 2135	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
L1023	PLANTING DETAILS

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

OVERALL LENGTH OF PROJECT - 0.53 MILES

Hollywo
PORTLA
RED ROAD
Sht. No.
10

CONSTRUCTION DEPARTMENT
PLEASE RETURN

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, ILLUMINATION, LANDSCAPE, SIGNALS AND SIGNING

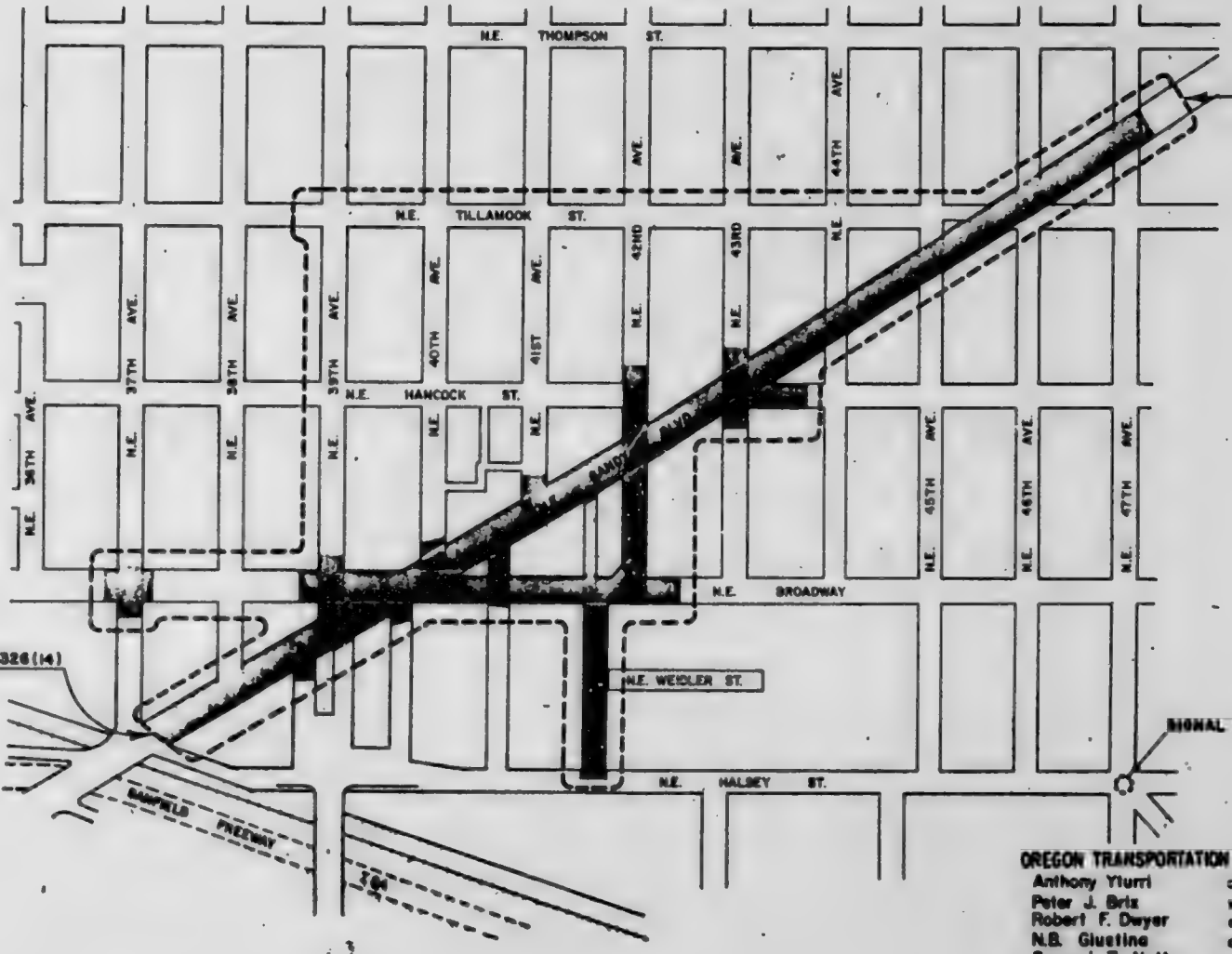
HOLLYWOOD DISTRICT TRANSPORTATION PROJECT (PORTLAND)

UNIT 2

F.A.U. 9326 (N.E. SANDY BLVD.)

MULTNOMAH COUNTY

JAN. 1985



OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giuetino	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred Miller	DIRECTOR OF TRANSPORTATION

9951

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(14)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
March 15, 1985	FAU 9326	Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project - Unit #2

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent warning and regulatory signs.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3-15-85 as requested in Mr. Fredrickson's letter of 8-1-85 as being cost effective for the use of City of Portland forces to proceed with the above work.
State Force Order No. 4 representing work to be performed by City of Portland forces is approved for a TEC of $21.200; Federal Funds $18,020.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Rec | File

Orig to 8/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/5/85	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(14)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: March 22, 1985

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project - Unit 2

11. GENERAL DESCRIPTION OF WORK

Remove existing luminaires and mast arms

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3-22-85 as requested in Mr. Fredrickson's letter of 6-28-85 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 5 representing work to be performed by PGE forces is approved for a TEC of $850 - Federal Funds $723.

RECEIVED
STATE HWY ENGR
JUL 29 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 7/27

14. DATE: 7/23/85

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9951

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-IXG-9326(14)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-85

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/14/84

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project-Unit 2

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- XXX OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 4/29/85 appropriation code 178 is added to the subject project.

RECEIVED
STATE HWY ENGR
MAY 3 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/2/85	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: April 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10068
Project No. IX-9326(14)
Hollywood District Transportation Project
Unit 2 Section
Sandy Blvd.
Multnomah County

I request your approval of a program change on the subject project to utilize Appn Code 177 for the project, which will require the following change in project data.

1) Appn Code --- Change to read 177.

DDB:bkb
cc: G. Zehner
J. Peterson
General Files

Form 734-3122

CC: H. S. Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-IXG-9326(14)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
FOR
Dist. | Const. | Bridge | Right of Way | Prog. Dev. | Other | File

7. DATE AUTHORIZATION EFFECTIVE: 3-21-85

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project Unit 2

11. GENERAL DESCRIPTION OF WORK:

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Admustment

13. REMARKS

As requested by Mr. Potter's letter of 4-2-85 and contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 3-21-85 to proceed with the adjustments to the City of Portland, Bureau of Water Works' water facilities at a TEC of $38,038 - Federal funds $32,332.

The agreement with the City of Portland, Bureau of Water Works, is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4-8-85	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 2, 1985

NOTED
E. S. P. [illegible]

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Adjustment
City of Portland Bureau of Water Works
Hollywood District Transportation
Project (Portland) Unit 2
FAU 9326 (N.E. Sandy Blvd.)
Multnomah County
Project No. IX-9326(14)

RECEIVED
STATE HWY ENGR
APR 4 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Here is a copy of an estimate of cost to adjust the City of Portland Bureau of Water Works facilities dated June 22, 1984.

The conflict was anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

A permit for the utility's proposed relocation will not be required as these are City owned facilities on city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to

Form 734-3122

proceed with the work as of March 21, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $38,038.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 25, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Luminaire and Mast Arm Removal
Portland General Electric Company
Hollywood District Transportation Project,
Unit 2
N.E. Sandy Blvd.
Multnomah County
Project No. IX-9326(14)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the removal of luminaires and mast arms on this project as of March 22, 1985 is requested. An estimate of cost has been received from the City of Portland in the amount of $920. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 22, 1985 is approved

C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
Brett I. Kesterson
Mike Smith
Dick Fleming

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
City of Portland Bureau of Water Works
Hollywood District Transportation Project
(Portland) Unit 2
FAU 9326 (N.E. Sandy Blvd.)
Multnomah County
Project No. IX-9326(14)

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of March 21, 1985 is requested. An estimate of cost has been received from the Bureau in the amount of $39,845. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 21, 1985 is approved

C. T. Christianson, Area Engineer

JMC:jr

cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
Brett I. Kesterson
Mike Smith
Dick Fleming

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Legal | Act | File

Form 734-3122

March 5, 1985

Copenhagen Utilities & Construction, Inc.
13600 Ambler Road
P. O. Box 429
Clackamas, OR 97015

CON 5

#9951

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9951 for work on the Hollywood District Transportation Project (Portland) Unit 2 Section of N. E. Sandy Blvd. in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: United Pacific Insurance Company
325 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith
Merle Anderson
L. E. George
Dave Hill, Proj. Manager
City of Portland
1120 S. W. Fifth Ave., Rm. 840
Portland, OR 97204

Copenhagen Utilities & Construction, Inc.

Contractors
& Engineers

13600
Ambler Road
Clackamas,
Oregon 97015

P.O. Box 429

Portland,
503 654-3104

3180
Meadow Lane
Eugene,
Oregon 97402
503 688-9211

February 13, 1985

State of Oregon
Office of Commission Services, Room 121
State Transportation Building
Salem, Oregon 97310

Re: Hollywood District Transportation Project
(Portland) Unit, FAU 9326
Section of N. E. Sandy Blvd.

Gentlemen:

Based on quotes we received from various subcontractors the following DBE contractors are considered for participation in this project should we be awarded the project.

1. Wog'e Construction, Inc.
1637 N. E. Killingsworth Street
Portland, Oregon 97211

Bid Items 21 & 22
C.T.B. installation approximate value $199,432.00

2. Kaspac Corporation
2420 S. E. Clatsop
Portland, Oregon 97202

Bid Item 12
Temporary striping $17,904.00

Sincerely,

COPENHAGEN UTILITIES & CONSTRUCTION, INC.

Robert C. Heiberg

Robert C. Heiberg

RCH/p

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

.9951

ORDER FOR FORCE WORK

P

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland: Bureau of Maintenance
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)
CONTRACT No. 9951

PROJECT NAME Hollywood District Trans. Proj., Unit 2
DATE March 1, 1985

HIGHWAY NE Sandy Blvd.
FAP No. IX-9326(14)

COUNTY Multnomah
PREFIX 26-1048
FUNCTION 270-06 04

DESCRIPTION OF WORK TO BE DONE:

Install permanent signs — Warning and regulatory

LOCATION BY STATION NUMBERS:

Throughout project

ESTIMATE OF QUANTITIES & COSTS:

Effective Date of authorization for work: 3-15-85

Labor, equipment and materials: $21,200.00

EXPLANATION:

Anticipated item: Does not yet have FHWA approval

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,533,516.36

Present estimate of costs including work under this Force Order . . . . . $ 2,533,516.36

Estimated Overrun / Underrun Amount . . . . . $ 0.00

Estimated Overrun / Underrun Percent 0.0%

SUBMITTED BY: Brett I. Kesterson

TITLE: Brett I. Kesterson, Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: Marion Cusp
Region Engineer

APPROVED: Arnold Kemit 3-15-85
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

650

T

Form 734-1105 (Rev. 1-79)

SP*70890-734

9951

ORDER FOR FORCE WORK

P

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Portland General Electric (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9951

PROJECT NAME Hollywood District Trans. Proj., Unit 2 DATE March 1, 1985

HIGHWAY NE Sandy Blvd. FAP No. IX-9326(14)

COUNTY Multnomah PREFIX 26-1048 FUNCTION 285-07 05

DESCRIPTION OF WORK TO BE DONE:

Removal of existing luminaires and mast arms on utility poles after new lighting system is energized by contractor.

LOCATION BY STATION NUMBERS:

Throughout project

ESTIMATE OF QUANTITIES & COSTS:

Labor, equipment: $850.00

Effective date of authorization for work 3-22-85

EXPLANATION:

Anticipated item: Does not yet have FHWA approval

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,533,516.36

Present estimate of costs including work under this Force Order . . . . . $ 2,533,516.36

Estimated Overrun / Underrun Amount . . . . . $ 0.00

Estimated Overrun / Underrun Percent 0.0%

SUBMITTED BY: Brett I. Kesterson

TITLE: Brett I. Kesterson, Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: Marvin Capps (Region Engineer)

APPROVED: Arnold Wernick 3-15-85 (Construction or Traffic Engineer)

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

650

9951

F-6581

ORDER FOR FORCE WORK P

ORDER No. 6

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland: Bureau of Maintenance CONTRACT No. 9951
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Hollywood District Trans. Proj., Unit 2 DATE March 1, 1985

HIGHWAY NE Sandy Blvd. FAP No. IX-9326(14)

COUNTY Multnomah PREFIX 26-1048 FUNCTION 270-~~08~~ 06

DESCRIPTION OF WORK TO BE DONE:

Construct diverter

LOCATION BY STATION NUMBERS:

NE 39th & Tillamook

ESTIMATE OF QUANTITIES & COSTS:

Labor, equipment and materials: $30,000.00

Effective date of authorization for work 3/7/85

EXPLANATION:

Anticipated item: Does not yet have FHWA approval

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 2,533,516.36
Present estimate of costs including work under this Force Order	$ 2,533,516.36
Estimated Overrun / Underrun Amount	$ 0.00
Estimated Overrun / Underrun Percent	0.0%

SUBMITTED BY: Brett I. Kesterson

TITLE: Brett I. Kesterson, Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: Marvin Kopp
Region Engineer

APPROVED: Arnold Kemper 3-15-85
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

650

T

Form 734-1105 (Rev. 1-79)

CON 21-10-1

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: F I L E S

DATE: February 11, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 7, 1985 Letting

Hollywood Curve
(Unit 2)

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened February 7, 1985 on the following projects:

1. COI Main Canal (Walker Road) Bridge
   Walker Road, Deschutes County
   Structure

   Structure replacement. Twelve-foot lanes with four-foot shoulders.

   Footpaths or bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Azalea-Glendale Interchange
   Pacific Highway, Douglas County
   PCC Paving
   Rehabilitation project

   Footpaths or bicycle trails are not incorporated in this project as no new highway contruction, reconstruction or relocation is involved.

3. Dry Gulch and Johnny Creek Bridges
   John Day Highway, Grant County
   Grading, Paving and Structures

   Grading and paving incidental to structure replacement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 1.

4. West Fork Silvies River Bridge
   Frenchglen Highway, Harney County
   Structure

   Structure replacement. Twelve-foot lanes with six-foot shoulders.

   Same as No. 1.

5. N. Jefferson Interchange-N. Albany Interchange
Pacific Highway, Marion and Linn Counties
Paving

Rehabilitation project.

Same as No. 2.

6. Hollywood District Transportation Project (Portland) Unit 2
N.E. Sandy Blvd., Multnomah County
Grading, Paving, Signing, Signals and Illumination

Concrete walks, concrete stairs, predestrian signals and bicycle racks will be incorporated on this project.

7. Main Street-Uglow Street (Dallas)
Dallas-Rickreall Highway, Polk County
Grading, Paving and Signal

Channelization project. Twelve-foot lanes with four-foot shoulders. Sidewalks and pedestrian signals will be installed.

8. Junction Sunset Highway-Junction Pacific Highway
Beaverton-Tigard Highway, Washington County
Paving.

Overlay project.

Same as No. 2.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool
George Bell
Don Harwell

9771

Con 21-10-1

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-IXG-9326(14)
2. STATE PROJECT NO.	See Below
2A. COUNTY NAME	Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-27-84

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO
Potter
FOR

Orig w/ ath to 1/14

Liais	Inves	R/D	D/B	Skds	Aud	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/27/84	FAU 9326	Primary 59

10. GENERAL LOCATION:
Hollywood District Transportation Project - Unit 2

11. GENERAL DESCRIPTION OF WORK
Grade, drain, H-T pave, Illumination, Traffic Signals & Landscape

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 12/18/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,709,769; Federal Funds $2,403,003.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	A Christenson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9951

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: December 21, 1984

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 24, 1985

Federal-aid Project No. IX-9326(14) Highway No. 59

Federal-aid Project Name Hollywood District Transportation Project

County Multnomah

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[X] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RH: jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JAN 02 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

9151

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: December 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10068
Project No. IX-IXG-9326(14)
Hollywood District Transportation Project (Portland), Unit 2
Sandy Boulevard Highway
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project January 24, 1985.

Project concept is based on the November 21, 1980 letter to you from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse review conclusions was previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schute (Metro)
Karen Bunk (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 20, 1984

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
30 Bus., NE 37th to NE 47th (Portland)	ADT	23,500	----	----	10	Oregon	41	580	10068

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DI. AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ve, Illum., p.								IX-IXG-	9326	(14)		

	COUNTY NAME	CODE	PROGRAM STAGE
ate Transfer Grants - Highway	Multnomah	051	
Portland	ROUTE NO. U / FEDERAL-AID 9326 / STATE 59 / U.S. US 30 BUS		1 OR 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
NST		"Hollywood District Transportation Project (Portland) Unit 2"						
00	(03)		IX	2,045,000	1,738,250	----	306,750	
03	(13)							
30	(12)		IXG	665,000	665,000	----	----	
31	(12)		0.531					
	DRH	PROJECT TOTALS	0.531	2,710,000	2,403,250	----	306,750	

APPROVAL DATES
10-1-83
10-1-84

REMARKS
Additional Data: Item No. 10068; Project No. IX-9326(6), (10) & (13).

-over

018

USCOMM DUSCOMM-DC 46908-P61

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

December 20, 1984

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	
		US 30 Bus., NE 37th to NE 47th (Portland)			23,500	----	----	10	Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER	
	Gr., Dr., H-T Pave, Illum., Traf. Sig. & Ldsp.								PREFIX LETTER(S) IX-IXG-	NUMBER 9326
CARD 4	CLASS OF FEDERAL FUNDS					COUNTY NAME				COD
	Interstate Transfer Grants - Highway					Multnomah				05
	NAME OF URBAN AREA					ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	Portland					U	9326	59	US 30 BU	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) I000 (03) Y003 (13) Y030 (12) Y031 (12)		"Hollywood District Transportation Project (Portland) Unit 2"	IX	2,045,000	1,738,250	----	306,750
								IXG	0.531 665,000	665,000	----	----
									0.531 2,710,000	2,403,250	----	306,750

CARD 1	CODE 1	PREPARED BY	DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	10-1-83 10-1-84	

REMARKS

Additional Data: Item No. 10068
No. IX-9326(6)

Key #02018

Hollywood District Transportation Project (Portland), Unit 2

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide a basic 4 lane curbed section; 2) up grade existing traffic signals at various locations (see table below); 3) install new traffic signals at various locations (see table below); 4) install illumination as directed; 5) adjust utilities as required; 6) landscape as directed; and 7) incidentals common to this type of project.

Signal Location	Existing (E) or New (N)
I.E. Sandy @ N.E. 39th Ave.	N
N.E. Sandy @ N.E. 40th Ave.	E
N.E. Sandy @ N.E. 41st Ave.	E
N.E. Sandy @ N.E. 42nd Ave.	E
N.E. Sandy @ N.E. 43rd Ave.	N
N.E. Sandy @ N.E. 47th Ave.	E
N.E. Broadway @ N.E. 37th Ave.	E
N.E. Broadway @ N.E. 39th Ave.	N
N.E. Broadway @ N.E. 42nd Ave.	E
N.E. Halsey @ N.E. 42nd Ave.	E
N.E. Halsey @ N.E. 47th Ave.	E

Data for FHWA 37's:	Code	Cost
"IX"	I000	$ 1,413,000
"IX"	Y003	412,000
"IX"	Y030	220,000
"IXG"	Y031	665,000

Maintenance and Accommodations of Utilities: A State-City Agreement No. 7417 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively was executed May 6, 1981.

P3

REV 2

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 10, 1986

FEDERAL AID PROJECT NO. IX-IXG-9326(14)

Hollywood District Transportation Project Unit 2
Sandy Blvd.
Multnomah Blvd.

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. "S2" 0+11.70 to Sta. "S" 28+15.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Total as on Estimate of December 9, 1985						$1,650,362.00

TYPE CODE Y030
Illumination

Total as on Estimate of December 9, 1985						$ 127,114.00

TYPE CODE Y031
Traffic Signal (11 Locations)

Signal Modification (PA #5A)		100%				$ 37,452.55
						$ 37,452.00
					Increase	$ 37,452.55
					Subtotal from Estimate of December 9, 1985	428,789.00
					Subtotal	$ 466,241.55
					Engineering	64,318.45
					Total	$ 530,550.00

TYPE CODE Y003
Landscaping

Total as on Estimate of December 9, 1985						$ 320,791.00

Length of Roadway ---------- 0.531 mile
Cost of Roadway Per Mile -------- $3,108,026.37

Retain in Reserve

Total as on Estimate of December 9, 1985						$ 119,249.00

SUMMARY OF FUNDS

Description	Pro-Rata	Group	Total Cost	Federal Funds	City Funds
Roadway	85%	031	$1,650,362.00	$1,402,807.00	$247,555.00
Illumination	85%	031	127,114.00	108,046.00	19,068.00
Signals	100%	041	530,550.00	530,550.00	---
Landscape	85%	031	320,791.00	272,672.00	48,119.00
Subtotal			$2,628,817.00	$2,314,075.00	$314,742.00
Reserve	85%	031	119,249.00	101,361.00	17,888.00
Total			$2,748,066.00	$2,415,436.00	$332,630.00

Group (31): 75%; Group (41): 25%
Contract No. 9951
Prefix: 726-1923
Prefix: C09951
Appn Code: 178

RLC:me

9151

ON 21-10-1
C

Cascade
Construction
Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

November 30, 1984

Highway Dist.
Transp. Bldg.

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

orig
#9101

Attention: E. S. Hunter, P. E., P.L.S.
Assistant State Highway Engineer

Dear Ed:

Thanks for the reply. We discussed this problem on several levels within the OSHD and the City. A personal visit with Kesterson was arranged with Dick LaDick our Vice President of Operations which generated a luncheon discussion with two concrete contractors and Kesterson. All discussions were very frank and we believe an understanding of each others problems was achieved.

The initial success of these efforts will be measured by the quotes we will receive on the work he will oversee. The final result will be known when that work is completed.

It is our intent to bid work where he is involved.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

cy-Coulter
Schwantz
Potter
Versteeg
Christensen
Freemeyer
Hanot
GRM:mk 12-3-84

cc: File

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
FOR
Sec | Asst | R/D | D/R | Supv | Adj | File

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. iNC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

1151

CON 21-10-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR... ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division 11-29-84	4. PROGRAM NO.	1. FEDERAL-AID PROJECT NO.: IX-9326(6)
	5. ITEM NO.: 10068	2. STATE PROJECT NO.: See Below
		2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/26/84	FAU 9326	Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/21/84 I approve the revised Preliminary Engineering costs to a TEC of $337,650; Federal Funds $287,002.

(Increase TEC $62,400; Federal Funds $53,041)

RECEIVED
STATE HWY ENGR
DEC 3'84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/84	G. K. Hoogner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-10-1

November 28, 1984

DES 16

George R. Morton
Vice President - Engineering
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Dear George,

ccpy #9901

As always, I enjoyed our recent visit. The problems you encountered on the Union Avenue-Marine Drive project and your concerns for the Hollywood District Transportation project have been relayed to our Metro Region personnel. They are investigating the problems and will, to the best of their ability, try to resolve them.

I must point out that both of these projects were designed and funded by the City of Portland under the Interstate Transfer Program and are to be constructed by them. As such, the Highway Division has very limited authority for the administration of the projects. Our primary involvement was with the advertisement and award of the contracts. It may be of little consolation but if the State were doing the construction engineering, the survey in question would have been provided at no cost to the contractor.

I wish I could be more positive in my response to you, but our involvement and authority over these projects is very limited. Our Region personnel will continue to monitor construction activities and will help resolve conflicts that arise.

Sincerely,

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter (enc.)
W. E. Schwartz "
Gary Potter "
J. H. Versteeg "
D. O. Christensen "
C. O. Fredrickson "
Ed Hardt "

SHM:ja

Hal – subsection 308.01 states that the CTB is to be "constructed in reasonably close conformity to the lines, grades, thicknesses and cross sections indicated on the plans or established by the engineer."

Subsection 105.08 states that "The Engineer will set construction stakes establishing lines, slopes and continuous profile grade for roadwork. – – – – These stakes and marks shall constitute the field control by and in accordance with which the Contractor shall establish other necessary controls and perform the work."

I talked with Marion Craft who was aware of the problem. Mr Kesterson's supervisor, ~~I think~~ his name is Hall, has been in contact with Marion Craft & Al Harwood. Marion thought that the City had agreed to do better but he didn't know just what yet. Marion said he would pursue it further.

Marion said that the State crews would probably mark the elevation of the top of CTB on the curb and also set stakes on it.

ACHS

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

November 9, 1984

RECEIVED
STATE HWY ENGR
NOV 13 '84
REFER TO Flanstead
FOR
Info. | Invest. | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Oregon State Highway Division
200 Transportation Building
Salem, OR 97310

Attention: Ed Hunter

I enjoyed lunch and the opportunity to unload some of our problems. Thanks for the opportunity I thought you might like to see the attached letter, which is the potential problem I mentioned if same person is on the Hollywood District Project. We expect Mr. Kesterson to be the Project Manager.

The circumstances leading up to this were as follows:

a. A one hour pre CTB meeting to set up procedure for the CTB. We had our Superintendent and V. P. Operations present.

b. We placed CTB as agreed in a.

c. We are ready to place remainder, which generated this problem.

Our people fear that he in some way has some influence over the other Project Managers in this group and will always be in the background if some other Project Manager is assigned. It would be our choice that the OSHD have their own Project Manager run the Hollywood District project, which looks like it could be a messy tough job in any case.

The following people have stated their opinion of this person and probably should be contacted for confirmation of a problem.

Tom Winge - Van Lom and Winge
Don Donovan - K. F. Jacobsen
Walts Concrete
Don Eudaly - Eudaly Bros.
Terry Stein - T. Stein Construction
Bob Hatch - R. A. Hatch Co.
Hocon

2 Duane
3
RECEIVED
Edwards
Crain
Trout
Wakerlig
ROAD DESIGN SECTION
Action

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

We understand that the Project Manager wants to charge us $500.00 per day to have the Survey Crew available to shoot grades as we place the Cement Treated Base.

Referring to Section 308.01 we quote:

... The Cement Treated Base, hereinafter referred to as CTB, shall be constructed in reasonably close conformity to the lines, grades, thicknesses and cross sections indicated on the plans or established by the Engineer.

It has been common construction practice in this area for the Engineer to establish the grade, and we do not understand why the Engineer wants to charge us for the Survey Crew.

Section 308.32 (c) states in the third paragraph ... The spreading equipment may be provided with a control system ..., if the Contractor so elects.

We do not so elect, and therefore request that grades be established by the Engineer. If we are charged for this service we shall proceed through the Claim procedure process to gain reimbursement.

7751

59 N

Brett I. Kesterson, Project Manager
1120 S.W. 5th Avenue, Room 838
Portland, OR 97204

DES

November 15, 1984

Will McGill
Specifications Specialist

Hollywood District Transportation Project, Unit 2
Special Provisions

Enclosed are the original specifications and a xerox copy on which I have made my suggested changes. In addition to these suggested changes, I have the following comments and questions:

1. The Resource Conservation and Recovery Act (RCRA) passed by Congress in 1976 requires that federal government agencies and state and local governments using federal money purchase products using recovered materials whenever feasible.

   For this reason, we run fly ash in our concrete specifications. Do you want to run them?

2. The concrete quantities on this project are well above our cut-off for using the commercial concrete specification.

   Do you want to use the 504 specification?

3. I find no specifications or pay item for the "flasher" called for on note 20, sheet 3 of the plans or for "valley gutter" called for on note 36, sheet 3 of the plans.

4. The specifications pages need to be numbered beginning with the "Work To Be Done" sheet. Each first sheet following a divider sheet should be an odd numbered sheet.

This, then, should be the final copy. So after you have entered it on your word processor, please send me a new, complete print-out that may be used for reproducing. This copy should reach me no later than December 7, 1984, to meet the advertising date for the January 24, 1985 bid opening.

Please give me a call if you have any questions after reviewing these suggested changes.

WM:jc
Enclosure

9751

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Jim McClure
Project Development Engineer

DATE: October 11, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Hollywood District Transportation Project
Sandy Boulevard

Your September 21 letter to Dave Hill authorized the construction of 60-foot minimum roadways with on-street parking from 40th to 42nd. I have some concern that traffic will be able to operate effectively on that roadway width with the narrow lanes, narrow parking zone, bus loading zone and lack of median. The traffic on Sandy Boulevard is substantial and I think it should carry more weight to provide adequate street width than a need for 10-foot sidewalks.

The approval of one block of narrow pavement between 42nd and 43rd went through without much comment and I guess as a result of that, that narrow lane width has been extended now and used as a justification to extend the narrow road to 40th.

We are using AASHTO guidelines for our standard design and your proposal falls below the minimums, both for lane width and for parking width. Street lanes should be no less than 11 feet. Your lanes, while indicated as 11 feet, will not in fact be 11 feet in the center where the traffic stripe will eliminate one foot of lane width and reduce the effective left lanes for both directions of traffic to 10-1/2 feet. In addition, AASHTO calls for 10-foot wide parking lanes in commercial and industrial areas.

In order to receive Federal approval for these deviations from standards, a request for exception has to be submitted to FHWA and you seem to be best acquainted with the project to provide me a draft letter requesting these exceptions.

Considering the number of blocks now to be built here and closer into town that have substandard lanes, I believe our efforts to remove Sandy Boulevard from the highway system should be accelerated. Certainly, this problem of maintaining city streets to highway standards will continue to grow and will continue to be a rough spot in the relations between the City and the State.

DRA:ja

cc Ed Hardt
Ted Spence
Norm Henry

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 21, 1984

In Reply Refer To
File No.:

726-1923

L.DAVID HILL, P.E.
Arterial Streets Division
Bureau of Transportation Engineering
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: Hollywood Transportation Project
(Unit 2)
Sandy Boulevard

I see no problem with the approach you outlined in your September 6 letter in regard to the parking issue. Our preference from a traffic safety enhancement standpoint, would be the design as developed without on-street parking. As part of your independent studies, the safety aspects of on-street parking should be evaluated. The accident history associated with on-street parking could be evaluated in your studies.

As you requested, we are targeting a January bid letting date for the project which should provide adequate redesign time for your staff if the on-street parking is replaced. These final design changes should be made prior to advertising for bids, not through an addendum letter or price agreement. If a decision cannot be made in time for the final design changes prior to advertising for bid, we would prefer sliding the bid letting date for the project.

Attached is your drawing reflecting our 60-foot minimum roadway width with on-street parking. This is consistent with our previous agreed roadway width between 42nd and 43rd avenues on Sandy Boulevard.

JAMES D. McCLURE, P.E
Project Development Engineer

JDM:po

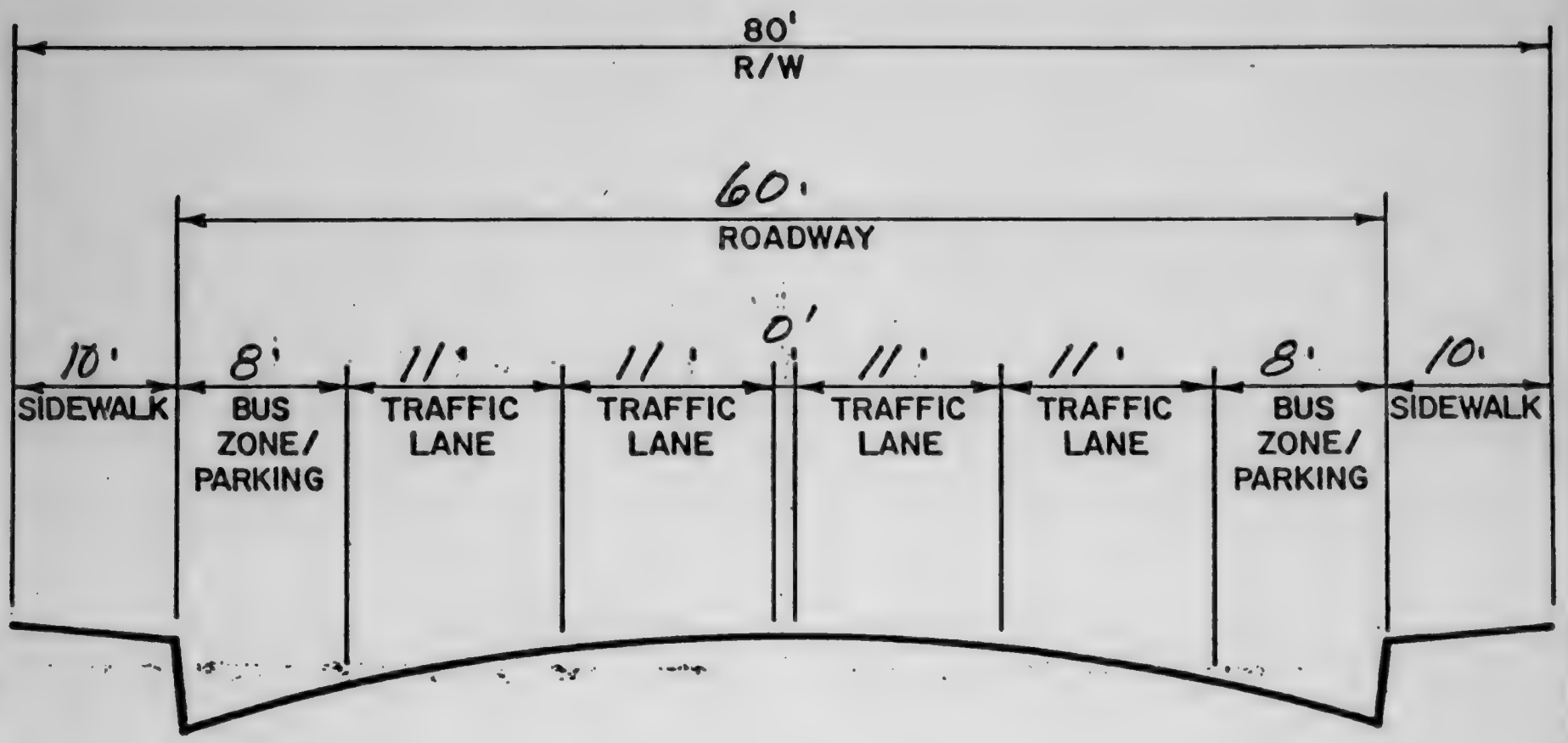
cc: E. L. Hardt
D. R. Adams
D. E. Fantz

Versteeg ✓
Wakerlin

RECEIVED
SEP 24 1984
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ...../...../.....
Action

734-1850



N.E. SANDY BLVD.

STATE MINIMUM

NOT TO SCALE

ODOT Min. Std.
Traffic Lane & Parking Lane Width.
9/21/84

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 6, 1984

OM MRE OE PPM CE
TOS ME
US SEP 12 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Jim McClure
Project Development Engineer
ODOT-Metropolitan Region
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: NE Sandy Blvd, 40th-42nd/Hollywood Project-Unit II

Dear Jim,

We will be submitting plans for the Hollywood Transportation Project, Unit II in the next several days.

These plans show that on Sandy Blvd., 40th to 42nd that we will rebuild NE Sandy Blvd. to a 47' roadway in an 80' right of way with 16.5' wide sidewalks. The wider than normal sidewalks were achieved by the removal of parking from the two block section of Sandy Blvd. giving us an additional 16' to work with. This was done to create a pedestrian hospitable atmosphere along Sandy Blvd. at the core of the Hollywood business section.
Recently, however, many of the businesses along this two block section have expressed concern over the loss of parking that will result when the project is constructed. Despite a lengthy citizen involvement process during the project development phase of the preliminary engineering, these folks chose not to get involved until almost the very last minute.

The City Council has asked the City staff and a consultant hired by the PDC to do an independent study of the overall parking situation in the Hollywood Business District as a part of an economic development study (not associated with the Hollywood Transportation project).

Depending on the recommendations of the consultant and staff, the Council may direct that parking be put back on this two block section of Sandy Blvd. The results of the study and the Council review will take place around the end of October 1984.

In order to preserve some of the pedestrian atmosphere along this two block section, we want to keep the sidewalks as wide as possible if we have to add the parking back onto the street. Since this is a State Highway with an ADT of 25,000 vpd, what is the minimum acceptable cross-section for the four traffic lanes with adjacent parking (see attached)?

We realize that this may necessitate a change in the plans as submitted, but with the cross-section information that you provide we can anticipate the possible change with revised plans and quantities. These revised drawings and estimates could then be inserted into plans before bidding or handled by price agreement after contract.

Sincerely,

L. David Hill

L. David Hill, P.E.
Arterial Street Division
Bureau of Transportation Engineering
796-7156

LDH:jw

Attachment

79-1

LON 21-10-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

3-30-84

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/30/84

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/26/84 I approve the revised Preliminary Engineering costs to a TEC of $275,250 Federal Funds $233,961.

(Increase TEC $41,262 Federal Funds $35,072 Appn Code 580)

Orig. to 4/5

RECEIVED
STATE HWY ENGR
APR 5 84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/30/84	G. K. Hoosen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4951

CON 21-10-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(10)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/28/84

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/20/84 I approve the revised Right-of-Way costs to a TEC of $232,000 - Federal Funds $197,200.

(Increase TEC $40,000 - Federal Funds $34,000)

RECEIVED
STATE HWY ENGR
MAR 30 '84

REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
3/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/84	John D Wickham	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9951

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: March 20, 1984 PRO

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 10068
Project No. IX-9326(10)
Hollywood District Transportation
Project
Multnomah County

I request your approval of a program change to increase the estimated total cost and Federal Funds on the project to reflect the current estimate for right-of-way as indicated on the attached list.

Approval of this request will involve an increase of $40,000.00 in total cost and $34,000.00 in Federal Funds with financing as follows:

	TEC	FF	%	Appn. Code
Present	$232,000.00	$197,200.00	85%	
Previous	192,000.00	163,200.00	85%	580
Increase	$ 40,000.00	$ 34,000.00	85%	580

Enclosed are copies of a revised project agreement estimate and modification of project agreement reflecting the change requested above.

RHZ:jc
Enclosure
cc: J. Peterson
G. Zehner
K. Bunk
General Files

Form 734-3122

7751.

City of Portland

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Vorstecg / Anderson / Adams / Maenab / Boudemagne / Turpin / Trost / Wheatley

RECEIVED
NOV 10 1983
ROAD DESIGN SECTION

Do Not File / Return To / Bring Up / Action

Subject: Oregon IX-9326(6)
Hollywood Transportation Improvement
Sandy Blvd., Exception to Design Standards

Date: November 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reivewed the data submitted with Mr. Adams' letter of October 28, 1983 regarding design standards on this project. There are two indepentent issues involved regarding roadway cross-section details.

Issue one deals with bikeway provisions on NE 42nd between Halsey and Sandy. The constraints and type of use expected on this section preclude the use of full standards for all vehicles and pedestrians. We concur in your proposed cross-section and method of handling bicycle traffic.

Issue two deals with lane widths on Sandy Blvd. between 42nd and 43rd. You have forwarded the City's request for a deviation from standards on this one block section. This particular block is adjacent to Hancock Plaza which is a relatively large pedestrian oriented area which should not be affected by the loss of two feet of sidewalk. The initial plan included street trees and other ameneties that limited functional use of portions of the sidewalk area. The sidewalk opposite from Hancock Plaza can still be maintained at 10 feet in width using minimum AASHTO standards. Bus zones are included on both sides of Sandy Blvd. at 8 feet widths. These are considered minimum since the modern bus is 9 feet wide.

We feel that a high priority should be placed on transportation function in this area because of potential bottlenecks caused by the heavy intermodal use. Transportation function should take priority over aesthetic features. Continuity of lane widths is also important on an arterial route such as this.

11-9-83
Hal
Als Kundle
Ed

RECEIVED TECHNICAL SERVICES NOV 5 '83 REFER TO FOR Info Inves R/D D/R Sign Act File

McClure & Harvey handling.

RECEIVED STATE HWY ENGR NOV 7 '83 REFER TO Hunter FOR Info Inves R/D D/R Sign Act X File

We do not concur in your proposed deviation from standards. The minimum acceptable section consists of four lanes of eleven feet width and two eight foot bus zones for a curb-to-curb width of 60 feet.

for G. K. Hansen
Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (E Hardt)
City of Ptld (R Schmidt)

October 28, 1983

Clifford T. Christianson
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

X-FILE
LOC 3

Design Standard Exceptions
Hollywood District Transportation Project

J. D. McClure, Project Development Engineer of the Metro Region, has requested on behalf of the City of Portland a formal response to their request for exception to ODOT design standards on the subject project. I have enclosed a copy of McClure's letter and other correspondence to help you refresh your memory on earlier discussions with the City and State on this matter.

Our Bicycle Engineer has reviewed the proposal and believes that it would be acceptable through the areas in question on 42nd Avenue. Metro Region supported the City's position and recommended this exception, also.

In the concern for standards on Sandy Boulevard, Metro Region has not taken a position supporting or not supporting the City's request for a 58-foot curb-to-curb paved street. The existing street width is 56 feet, curb-to-curb, with four travel lanes, on-street parking with bus zones on both sides, and existing 12-foot sidewalks. The proposed 58-foot width would reduce the 12-foot sidewalks to 11-foot sidewalks. As Mr. McClure points out, there is a wide-spread concern by the Neighborhood Association and Tri-Met over reducing the sidewalk width to less than 11 feet. Their concerns are expressed in the attached letters.

I believe we could live with the 58-foot pavement, as it represents an improvement over existing conditions for the motorists. However, the City of Portland has requested official positions from both ODOT and FHWA and, by this letter, I am requesting your position on the acceptability of 11-foot lanes in a 58-foot roadway on Sandy Boulevard for the short distance involved in this project.

Donald R. Adams, P.E.
Final Design Engineer

DRA:ja

Attachments

bc Ed Hardt
Jim McClure

Versteeg
Andersen
Adams
Macnab
Boudeaux
Turpin
Trout
Wilhelig

RECEIVED
NOV 0 2 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9951

STATE OF OREGON
ROAD DESIGN - HIGHWAY

INTEROFFICE MEMO
LOC

TO: J. H. Versteeg
Road Design Engineer

DATE: October 26, 1983

FROM: Don R. Adams, P.E.
Final Design Engineer

SUBJECT: Bikeway Design Standard Exceptions
Hollywood District Transportation Project

You asked for a review of McClure's letter, dated October 14, 1983, concerning an exception to bicycle standards on N.E. 42nd Avenue and an exception to roadway route standard on N.E. Sandy Boulevard between 42nd Avenue and 43rd Streets in the City of Portland.

John Grassman, comments attached, has no objections to the bike path on 42nd Avenue as proposed by the City of Portland and accepted by their bicycle coordinator.

I recommend that we accept the City's proposal for a "sub-standard" width on Sandy Boulevard between 42nd and 43rd Avenue. The current overall width is 56'. The City proposes a 58-foot width in response to our requirement for a 60-foot curb-to-curb roadway. The attached typical sections indicate a configuration of the lanes within the 58-foot roadway.

Considering the strong local support, long-time struggle of Tri-Met and the City to develop a transit facility in the Hollywood area, that would be supportive of Light Rail and the need to accommodate pedestrians, the additional 2' of roadway is the best we can expect to get.

As matter of interest, Ed Hardt is currently working on a "deal" with the City of Portland, wherein the City would take over jurisdiction of Sandy Boulevard. We have been talking about doing this for probably 20 years. Maybe Ed will have some luck.

As to both the bicycle and design standards, I recommend we advise the Metro Office that the City's proposals are acceptable.

DRA:mg

Attachments

81-125-1387

9951

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: Don R. Adams
Final Design Engineer

DATE: October 21, 1983

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT: Bikeway Design Standard Exceptions
Hollywood District Transportation Project

You asked for my comments on the request for bikeway design exceptions on 42nd Avenue.

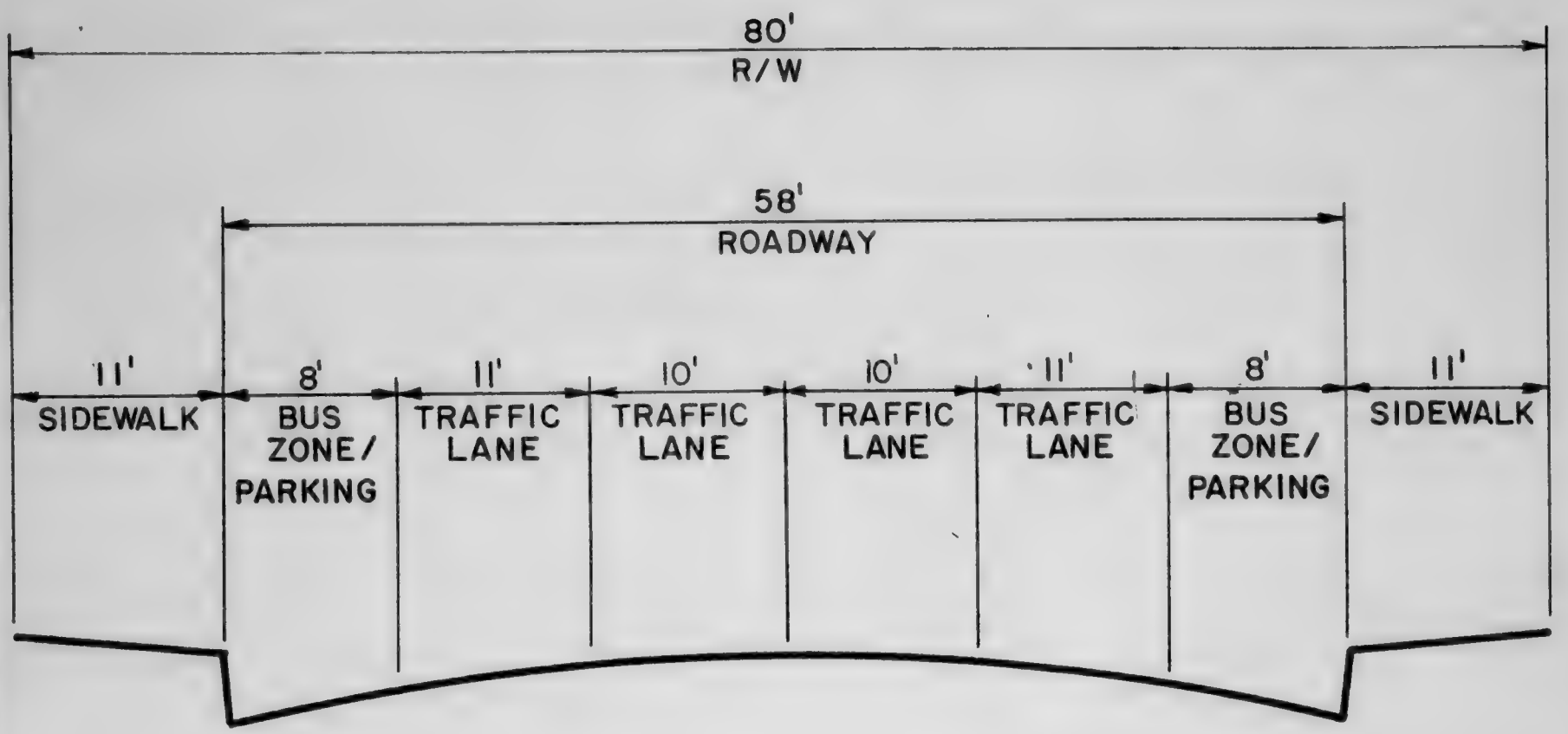
The designation of 42nd as a bicycle route is in conformance to Portland's Transportation Plan. According to the city's bicycle coordinator, no other reasonable alternative is available.

The AASHTO Guide allows a bike route to be a shared-road facility and states that a 14-foot curb lane is desirable. The proposed design provides that width except at the bus zones in the block between Weidler and Broadway.

The proposed design is obviously a compromise between serving pedestrians, bicyclists, transit and automobiles. If the city's bicycle coordinator, our Metro Regin staff and FHWA agree with the design, as Mr. McClure states, than I have no objection to the bike route designation.

JG:ge

Contains Recycled Materials



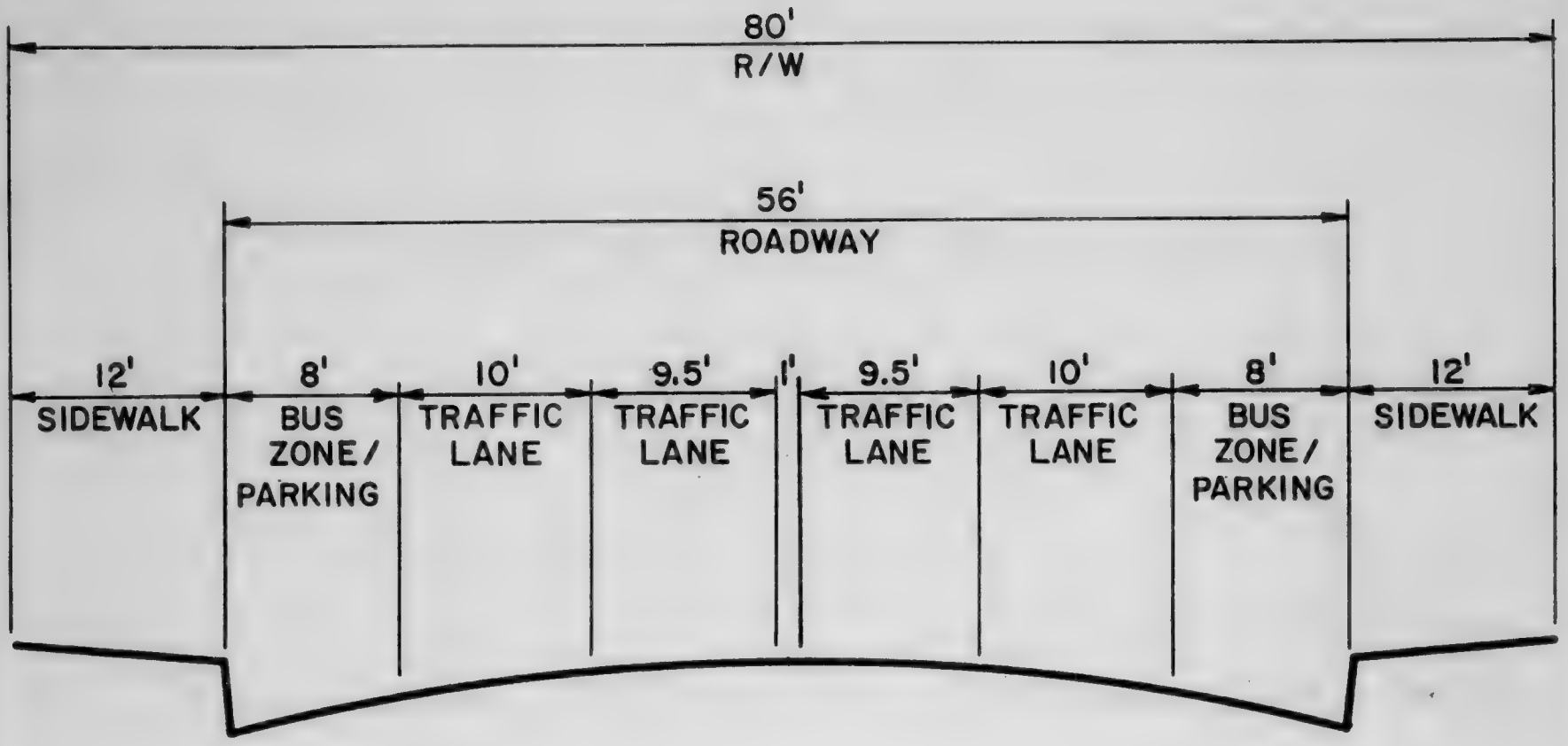
N.E. SANDY BLVD.

42ND TO 43RD

PROPOSED

NOT TO SCALE

EXHIBIT

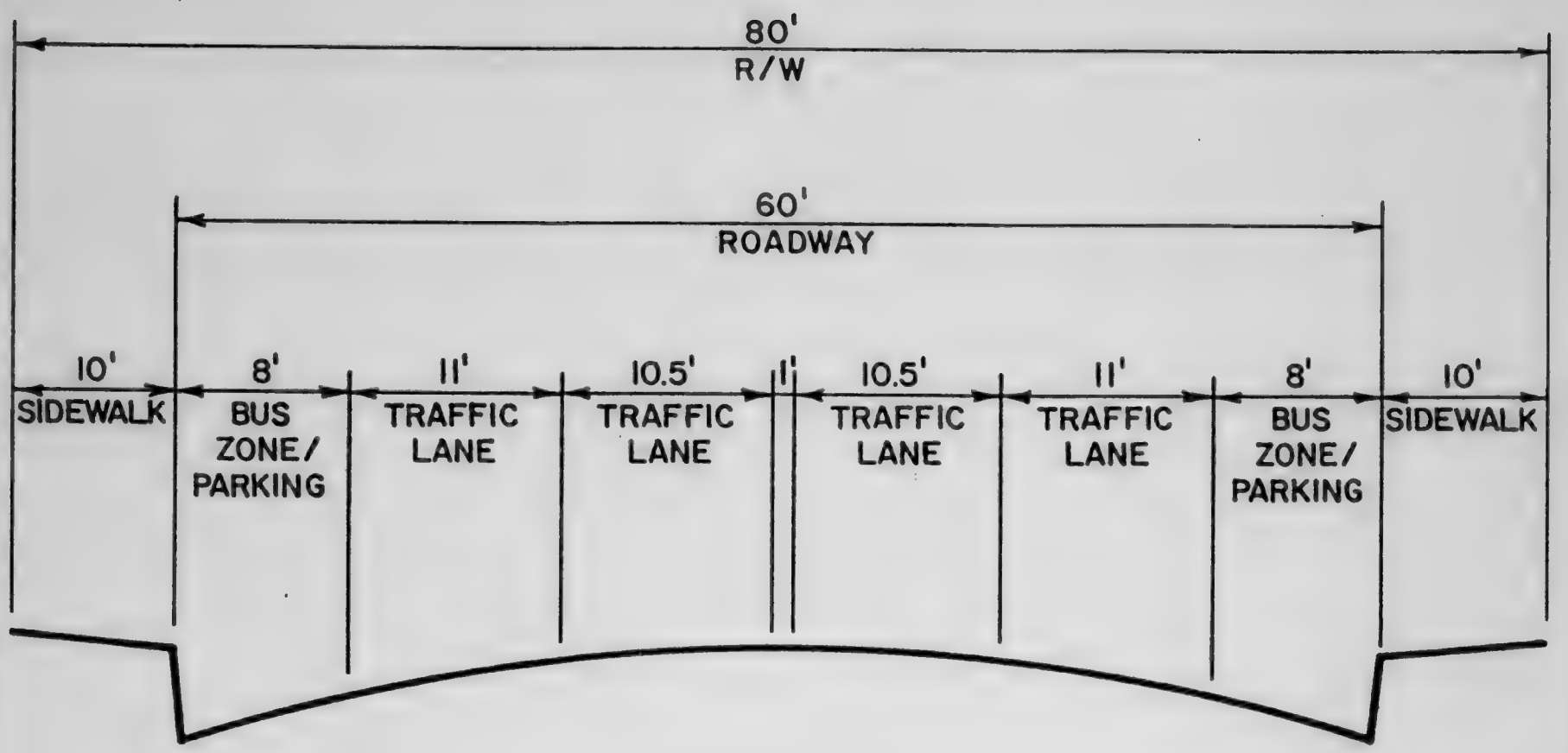


N.E. SANDY BLVD.

42ND TO 43RD

EXISTING

NOT TO SCALE



N.E. SANDY BLVD.

42ND TO 43RD

STATE MINIMUM

NOT TO SCALE

RECEIVED
Bureau of Street and
Structural Engineering

JUN 8 1983

June 6, 1979

Mr. Ernest L. Yuzon
Bureau of Street & Structural Engineering
1120 SW 5th Avenue, Room 802
Portland, Oregon 97204-1971

Re: Reduction of sidewalk width on
NE Sandy Blvd. 42nd to 43rd

Dear Ernie:

A meeting of the Hollywood Neighborhood Association Board of Directors was held June 3, 1983 to discuss reducing the sidewalk width to 10' on both sides offSandy Boulevard between 42nd and 43rd Avenue.

Also present at the meeting were the property owners of the sidewalk frontage in question.

It was unanimously agreed by the Board of Directors with the property owners concurring that we should petition the ODOT people through you to compromise on an 11' width for the sidewalks.for the following reasons:

1. Since this is a bus stop area at 42nd, we feel a 10' wide sidewalks does not provide adequate area during loading and offloading situations so that a potential safety hazard exists.
2. Since the corners of 42nd and 43rd are prime crossing points for the elderly who live at Hollywood East, a reduction of width to 10' means adding 4' to width a pedestrian has to walk on a street which is already very wide and which the elderly have difficulty in crossing within the signal spans.

We trust our petition for an 11' sidewalk instead of 10' will be approved. If not, please advise and we will call a general meeting at Hollywood East as we feel strongly the safety of pedestrians is a more important issue here than widening traffic lanes to the maximum.

Sincerely,

Bob Ueland

BOB UELAND
Chairman

CC: City Commissioners
Jane Cease
Stephen Smith

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 SE 17th AVENUE
PORTLAND, OREGON 97202

RECEIVED
Bureau of Street and
Structural Engineering

JUN 9 1983

June 9, 1983

Ernie Yuzon
Project Manager
Bureau of Street &
Structural Engineering
1120 S. W. Fifth Room 802
Portland, Oregon 97204-1971

I want to express Tri-Met's concerns regarding the widening of Sandy Boulevard between N. E. 42nd and 43rd.

Tri-Met has recently become aware of ODOT's desire to widen the travel lanes on N. E. Sandy Boulevard between N. E. 42nd and 43rd. Our understanding is that the existing 10' travel lanes would be widened to 12' along this segment of N. E. Sandy Boulevard.

As you know, the bus stops located on Sandy Boulevard, between N. E. 42nd and 43rd are among the most heavily used in the Tri-Met system. Any widening of Sandy Boulevard at this location could negatively impact transit users in two ways. First, for many of our elderly and physically disadvantaged riders, getting across Sandy Boulevard is already a problem. Should Sandy Boulevard be widened further, it would make this problem that much more severe. Second, sidewalk capacity is very important at these major bus stops. A widening of Sandy Boulevard would necessarily decrease the capacity of the sidewalks thereby limiting the available space for waiting riders.

It's clear that it is in the transit users' best interest to minimize a widening of Sandy Boulevard between N. E. 42nd and 43rd. Thus, I would like to encourage you to work with ODOT to maintain the existing 10' travel lanes or at most expand to 11' lanes along this portion of Sandy Boulevard.

Sincerely,

Stephen P. Smith
Manager, Service Planning

SPS:js

Hollywood Boosters

Office Hours
10:00 a.m. — 3:00 p.m.

1901 N.E. 42nd Ave.
Portland, Oregon 97213

Telephone
288-3892

RECEIVED
Bureau of Street and
Structural Engineering

June 7, 1983

JUN 9 1983

Ernie Yuzon
CITY OF PORTLAND
Department of Public Works
1120 SW 5th Rm. 838
Portland, Oregon 97204-1971

Dear Ernie,

As you know, Hollywood's Plan D, Hollywood Development Program and The Light Rail Project, all of which have taken many hours of community envolment have had an overwheming theme for Hollywood pedestrian orintation. Even our zoning of C-3 indicates that our future is in people.

We strongly urge that every consideration is made to accomodate pedestrian travel and amenities.

We appreicate more than anyone, the importance of safe auto traffic on our streets and I believe, as you know, many consessions have been made to accomplish this goal. However, we do ask that the sidewalks on Sandy Blvd. between 42nd and 43rd be retained at their present width. If this is completely unrealistic, the width should be reduced no more than one foot on each side.

Ironically the narrowing of the sidewalks can present a potential saftey hazard for pedestrians.

We believe that every effort and consideration should be made to preserve the amenities, both physical and visual that will make Hollywood a pleasant area to visit.

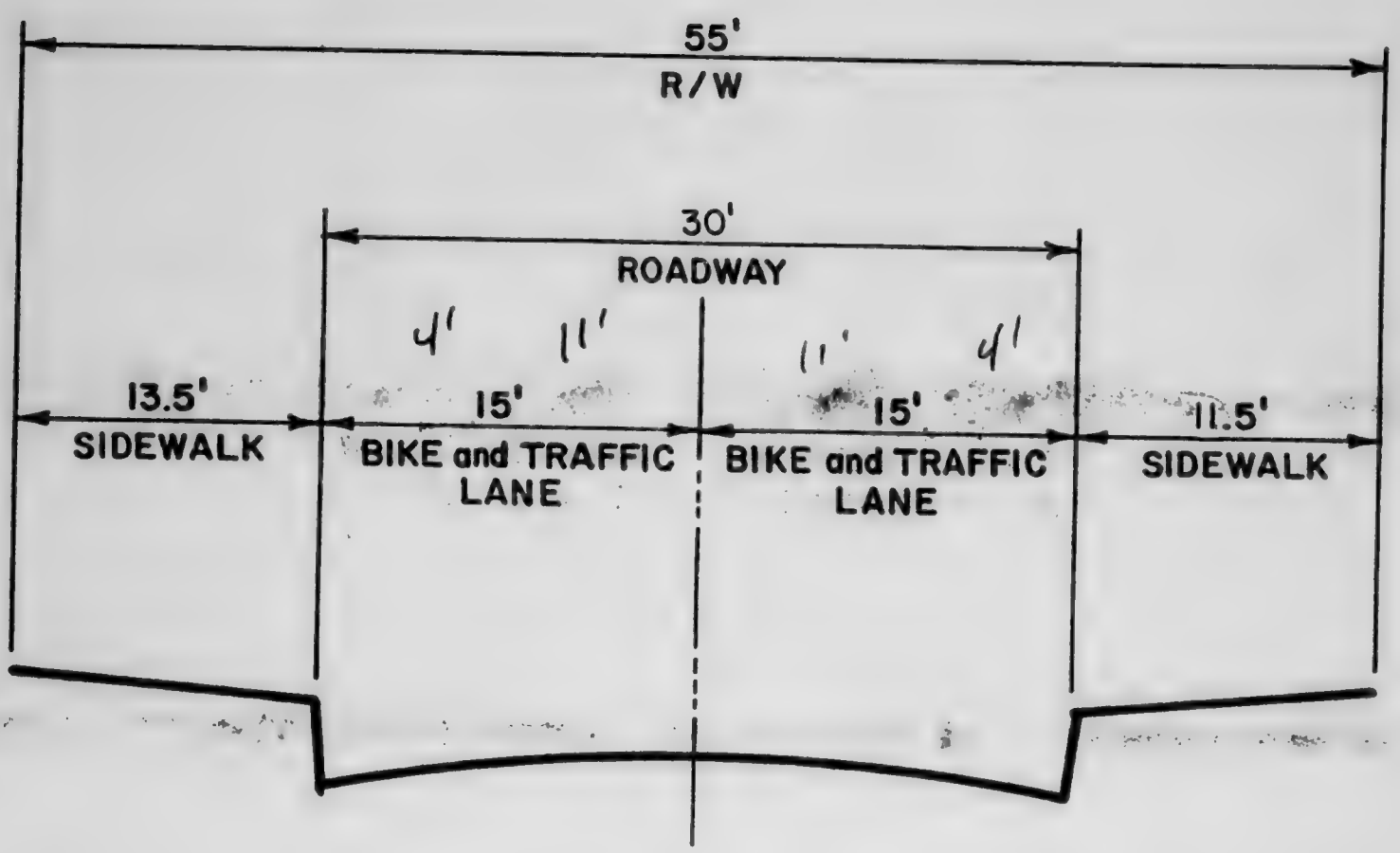
Thank you for your consideration.

Sincerely,

Paul Clark

PAUL M. CLARK

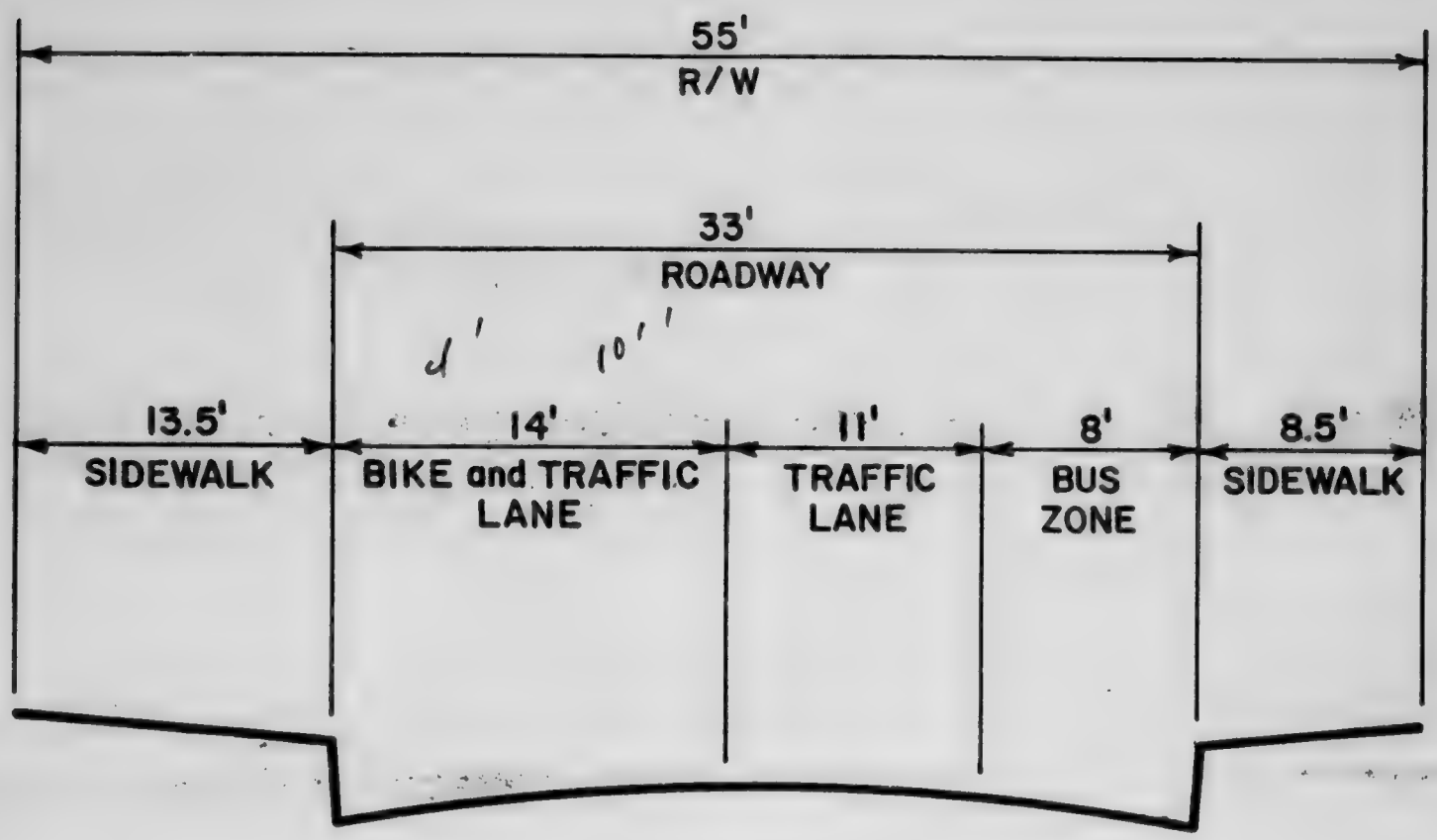
jsm



N.E. 42ND AVE.
HALSEY TO WEIDLER

PROPOSED

NOT TO SCALE

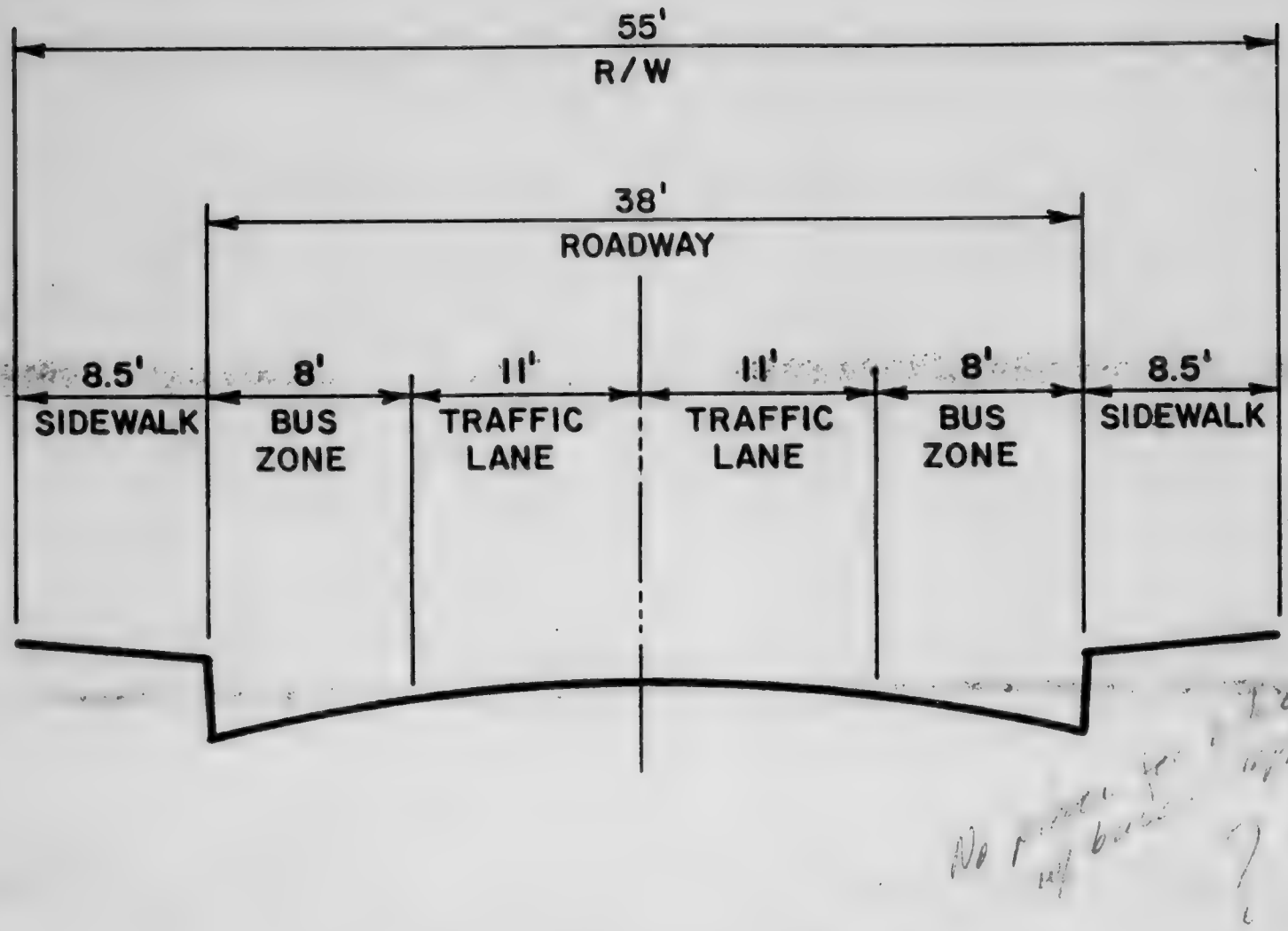


N.E. 42ND AVE.

WEIDLER TO 1/2 BLOCK NORTH

PROPOSED

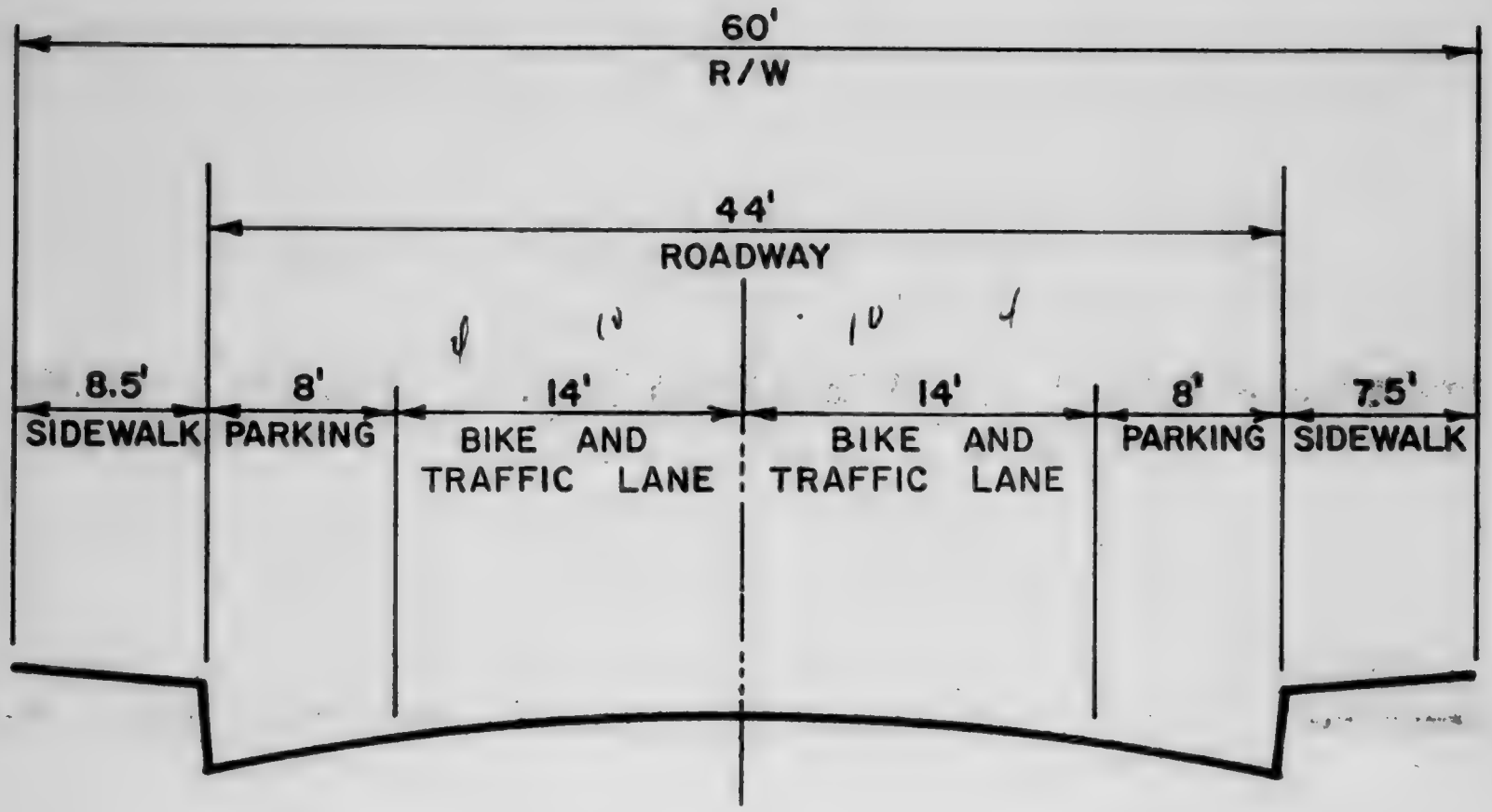
NOT TO SCALE



N.E. 42ND AVE.
WEIDLER TO BROADWAY

PROPOSED

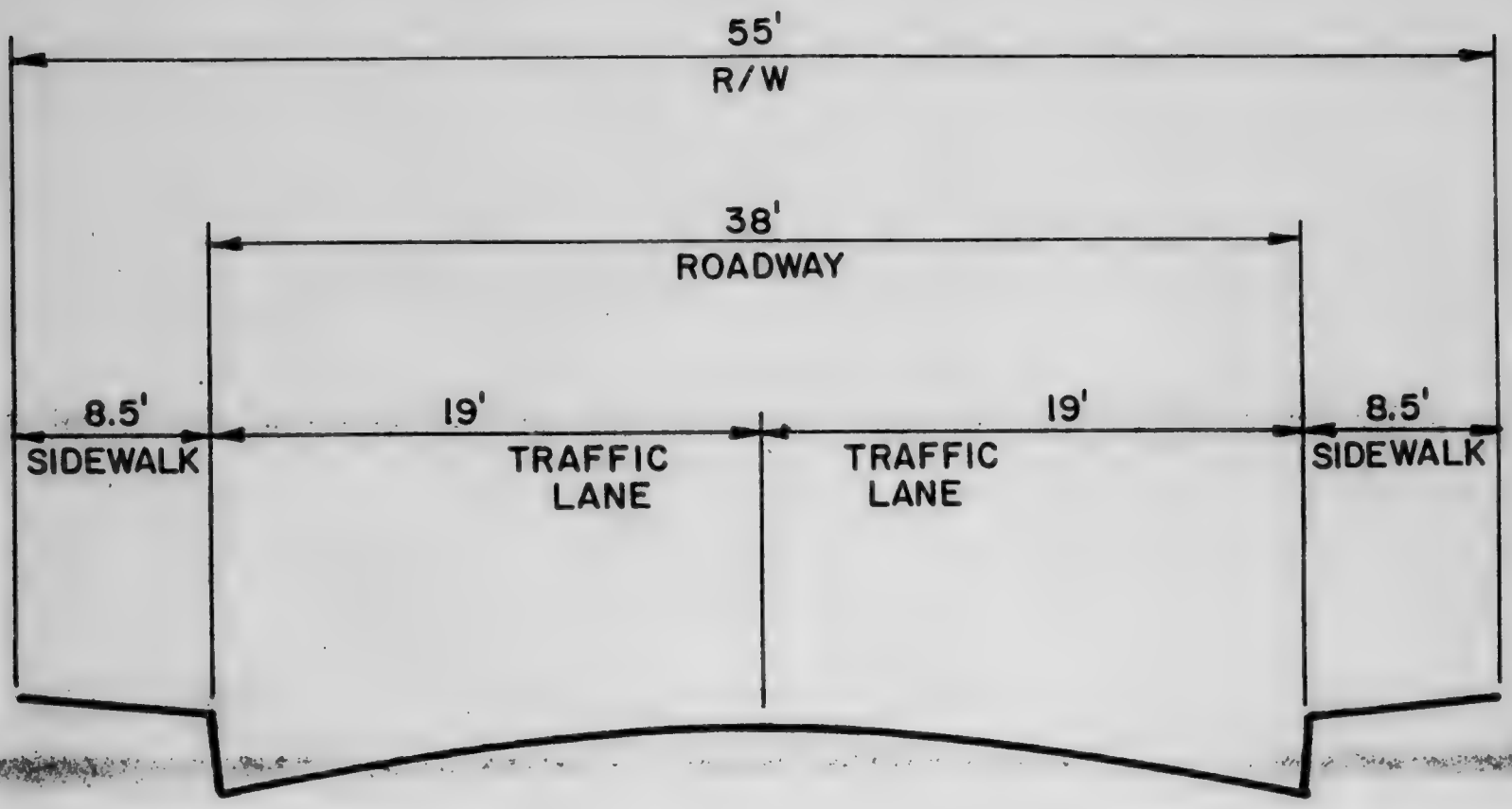
NOT TO SCALE



N.E. 42ND AVE.
BROADWAY TO SANDY

PROPOSED

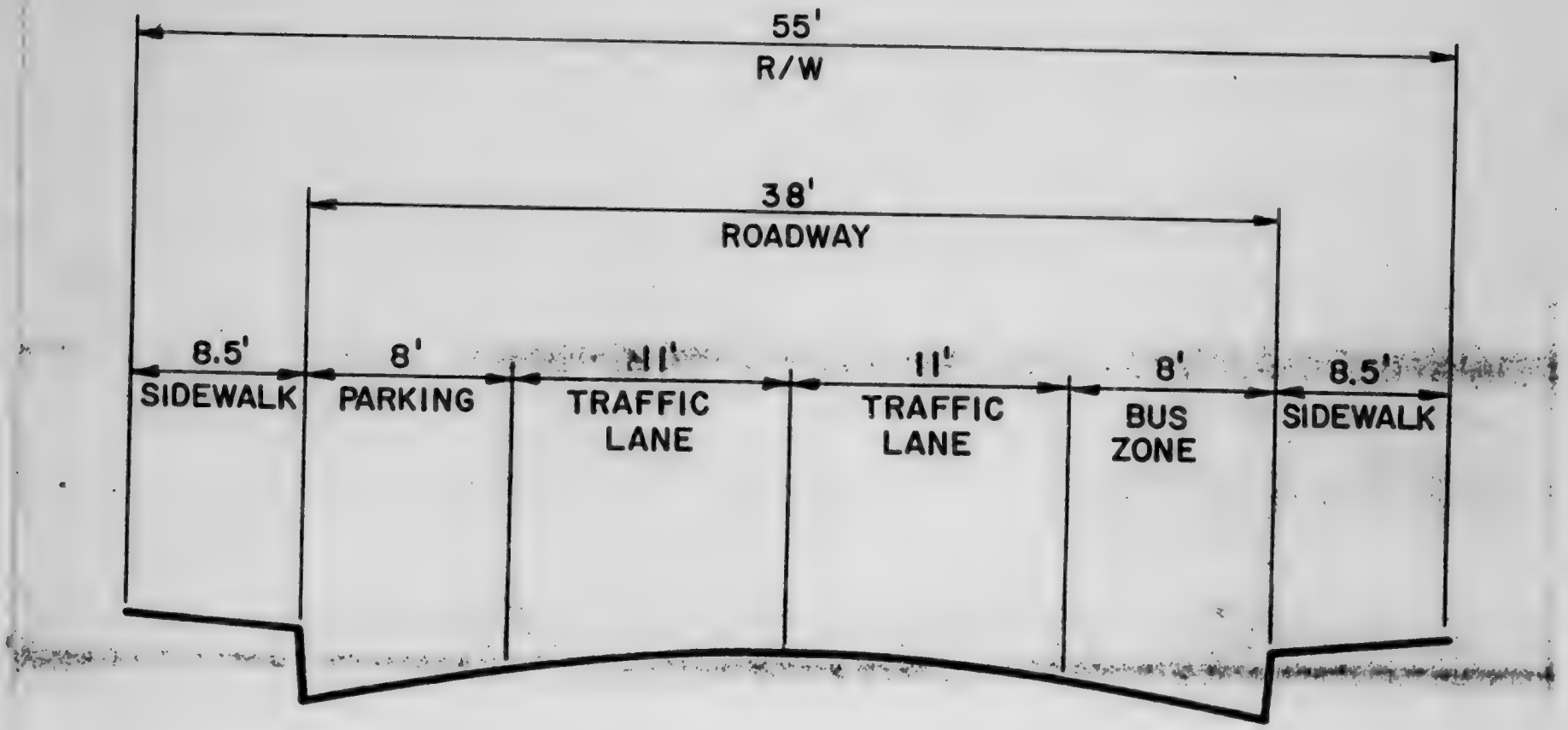
NOT TO SCALE



N.E. 42ND AVE.
HALSEY TO WEIDLER

EXISTING

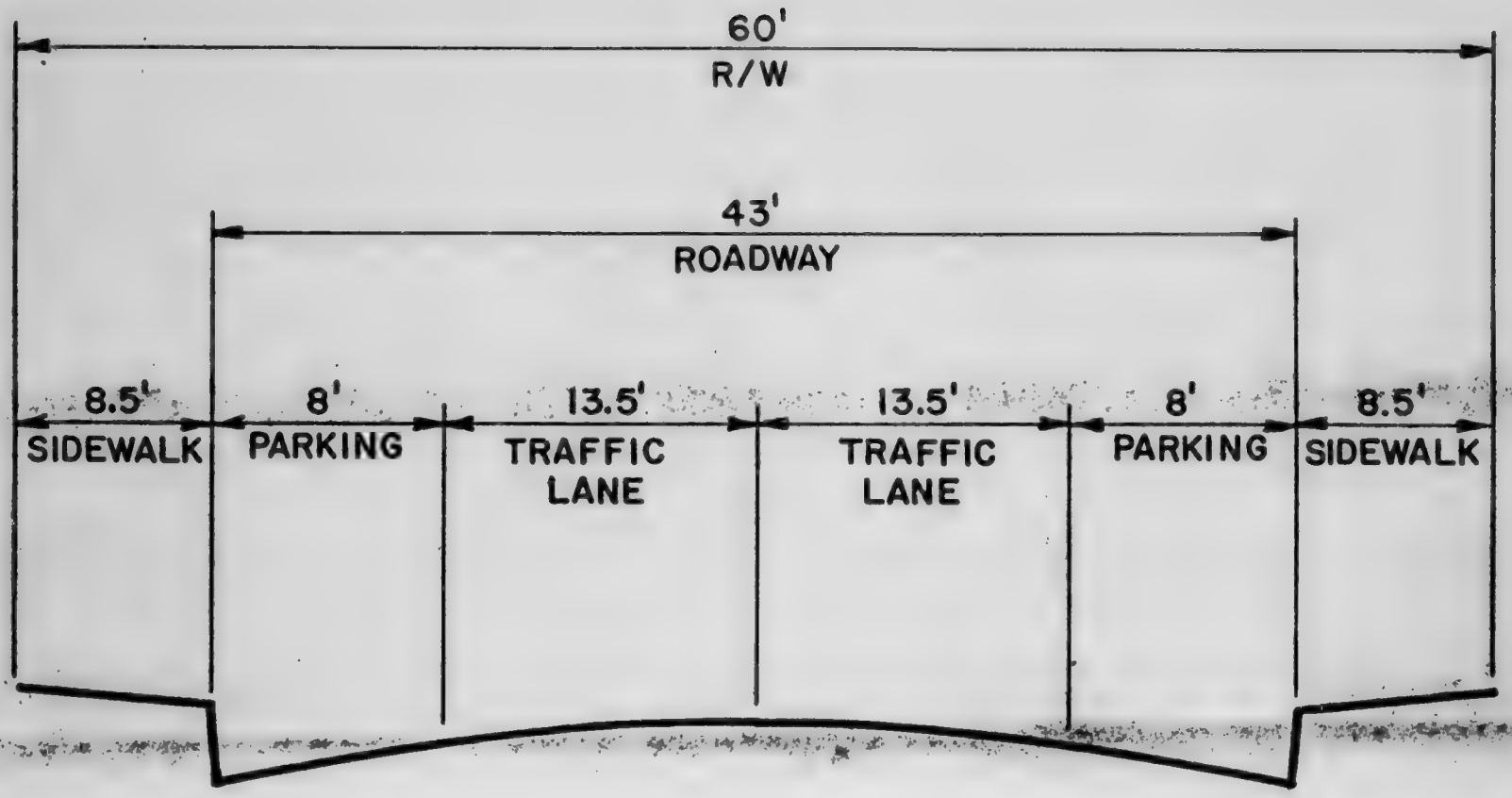
NOT TO SCALE



N.E. 42ND AVE.
WEIDLER TO BROADWAY

EXISTING

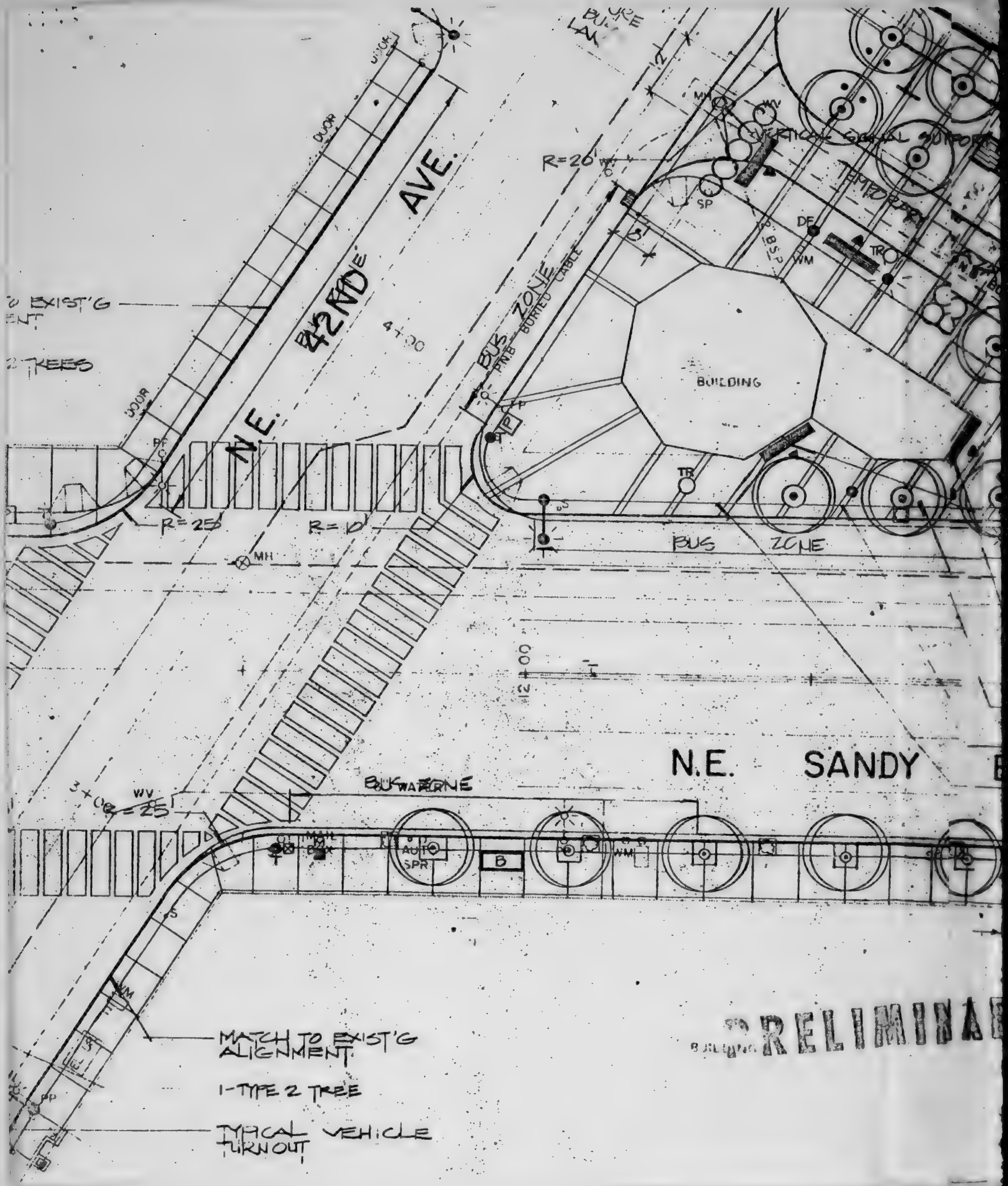
NOT TO SCALE



N.E. 42ND AVE.
BROADWAY TO SANDY

EXISTING

NOT TO SCALE


NE 42ND AVE.
BUS ZONE
PINE BURIED CABLE
BUILDING
BUS ZONE
N.E. SANDY
MATCH TO EXIST'G ALIGNMENT
1-TYPE 2 TREE
TYPICAL VEHICLE TURNOUT
R=25
R=10
R=20
4+00
3+00
MH
SP
DF
TR
WM
AUTO SPR
B
PRELIMINA

CURB AND GUTTER

PAVING TYPE 1

PAVING TYPE 2

6" CONC. HEADER AROUND PLANTER, FLUSH W/PAVING

10 - TYPE 4 TREES

GROUNDCOVER: IVY

PRELIMINARY

PEDESTRIAN LIGHTS (3)

6" CONCRETE HEADER FLUSH W/PAVING

COORDINATE BENCH LOCATION W/ADJACENT OWNER

8' O.C. TYPICAL

END HANCOCK PLAZA PAVING

MOVABLE PLANTERS

CONFIRM BENCH LOCATIONS WITH OWNER PRIOR.

PAVING TYPE 1

PAVING TYPE 2

SAW CUT SCORE JOINT

6 TYPE 2 TREES

1 - TYPE 3 TREE

HANCOCK ST

BLVD.

RD

AVE.

R=5'

R=15'

R=20'

R=20'

R=20'

8' TYP.

13'-0"

14'-0"

12'

12'

PRELIMINARY

9.95.1

726-1923

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: October 14, 1983

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: Design Standard Exceptions
Hollywood District Transportation Project

The City of Portland is requesting exceptions to ODOT's standards for improvements planned in conjunction with the subject project. These exceptions are for a three-block section of N.E. 42nd Avenue (city street) and a one-block section of N.E. Sandy Boulevard (state highway). Attached is their formal request and supporting documentation.

The first exception involves a deviation from bike lane standards establishing a bike route along N.E. 42nd Avenue. The bike lane deviation has the concurrence of the City's bike route coordinator, our staff, and general approval by FHWA. Approval of the bike lane exception to standards is recommended.

Their second exception involves the roadway width of N.E. Sandy Boulevard between N.E. 42nd and N.E. 43rd avenues. The existing roadway width is 56 feet, curb to curb, with four travel lanes, on-street parking/bus zones on both sides and 12-foot sidewalks. Initially, the City requested that the roadway width in this area be retained supporting the need for wide sidewalks. We denied this request and recommended a state minimum standard width of 60 feet with 10-foot sidewalks.

The City has taken our requested width to the Hollywood Boosters, the Hollywood Neighborhood Association and Tri-Met gaining a one-foot concession reducing the sidewalk width to 11 feet in this pedestrian oriented area. This is a slight improvement over the existing highway width but still below our minimum recommendation. With the exception of this one-block area, Sandy Boulevard meets our minimum standards and in the majority of the area on-street parking has been removed for an overall traffic safety benefit. Since our staff has been involved with this issue concerning roadway width versus sidewalk width for some time, we are making no recommendation.

Please review the City's formal request for exceptions to ODOT standards with our administration and FHWA for an official position.

po
cc: E. L. Hardt
D. E. Fantz

cy FHWA 10-28-83

1 Versteeg ✓
Anderson
3 Adams
Macnab
Stoudenmayer
Terpin
1 Trout X
Wakerlin

RECEIVED
OCT 17 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

81-125-1387

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 7, 1983

OM MRE OE PPM CE
TOS ME
US SEP 13 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

JIM MCCLURE
ODOT
9002 SE MC LOUGHLIN BLVD
MILWAUKIE OR 97222

Dear Jim:

Our engineering staff met with you and other ODOT staff on September 10, 1982, and again on May 26th of this year with Cliff Christenson of FHWA to discuss proposed street lane widths on NE 42nd and NE Sandy, under the Hollywood Transportation Improvements Project. Pursuant to those meetings, we hereby request approval of the following exceptions to ODOT Standards:

1. NE 42nd Avenue between NE Halsey Street and NE Sandy Boulevard.

   Attached are cross-section drawings of proposed widths for vehicular and bike traffic lanes, on-street parking, and sidewalks. In each section, a minimum of 11'-0" for vehicular traffic lanes will be provided. The bike lane width would be less than State Standards in each section, but we feel adequate space for bicycle traffic would still be provided.

   This section of 42nd Avenue is only 3 blocks long, and posted traffic speed will not exceed 30 mph. It will also be a major pedestrian corridor after the proposed light rail and bus transfer stations are built near NE Halsey and NE 42nd Avenue. For this reason, sidewalks should be as wide as possible to facilitate safe pedestrian traffic. The proposed configuration will make more efficient use of the limited roadway space available, and will accommodate safe traffic and pedestrian circulation under anticipated conditions. It will also include bikeway signs along the route. The bicycle facility will be marked as a bike route on signs but will not be striped as a seperate bicycle lane. This is acceptable to ODOT staff and FHWA.

cy FHWA
10-28-83

2. NE Sandy Boulevard between NE 42nd and NE 43rd Avenues.

A cross-section drawing showing proposed lane widths on this section of Sandy is attached. This proposal shows that the inside traffic lanes would be 10'-0". In order to provide 11'-0" minimum width in all traffic lanes, adjacent sidewalks would have to be narrowed down to 10'-0" (the existing sidewalk width is 12'-0"). This area will also be a high pedestrian activity area because of the proposed "Hancock Plaza" and bus stops at the intersection of 42nd and Sandy, which are bus transfer points. This part of Sandy is also adjacent to the Burger Bar Restaurant which also generates pedestrian traffic.

We have discussed the matter of traffic lane and sidewalk widths with the Hollywood Boosters and the Hollywood Neighborhood Association, as you requested. Both groups are strongly against any narrowing of the sidewalks in this area and have indicated their position in writing. Tri-Met also feels that any roadway widening should be kept at a minimum on Sandy between 42nd and 43rd Avenues. (See attached letters.)

We would appreciate your consideration of our request herein. Please call Ernie Yuzon at 796-7168 or Dave Hill at 796-7156 if you need more information.

Sincerely,

Richard O. Schmidt

Richard O. Schmidt, P.E.
City Engineer

ELY:mmc

Attachments

c: David Hill

9751

Portland

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 12, 1983

In Reply Refer To
File No.: 726-1923

VICTOR F. RHODES
Bureau of Streets and Structural Eng.
City of Portland
Department of Public Works
621 S. W. Alder
Portland, OR 97205

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 13 1983
ROAD DESIGN SECTION

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Action

Based on the attached memo from Cliff Christianson, FHWA, concerning their review of the Hollywood District plans, the substandard lane widths on Sandy Boulevard between 42nd and 43rd Avenue will need further justification. Your staff will need to submit a request for an exception to the AASHTO minimum standards. This is contrary to my letter of December 1982 approving the widening of shoulders and not changing the width of the existing travel lanes.

Our Department cannot lend full support to the use of substandard lanes compared with 11-foot sidewalks loaded with street furniture. We would prefer four 11-foot travel lanes, 8-foot parking zones and 10-foot sidewalks.

Please proceed with an exception to the AASHTO lane width standards for submittal for FHWA concurrence.

JAMES D. McCLURE
Project Development Engineer

JDM:nm

cc: Cliff Christianson, FHWA
E. L. Hardt
J. H. Versteeg
Don Fantz

Attachments

734-1850

To: Vic Rhodes, Portland
Attn: Ernie Yuzon, Portland
From: Christenson, FHWA

5-2-83

Subj: Hollywood — Comments on roadside design

Project design has received comprehensive review in our office. The following comments are offered in addition to our previous discussion:

1. No-one likes the Bollards — we see them as an obstruction to both pedestrian and vehicle traffic with no significant aesthetic, safety or delineation value. We recommend against them and do not want to fund them w/FA money. Consider them Non-Participating.

2. Particular attention should be given to open sidewalk area in the vicinity of bus stops. Example is Sandy/Broadway bus island — bench & planter location seems to obstruct loading/unloading area causing delays to both Transit and Vehicle traffic.

3. We hope you can reduce the number of planters and sidewalk "Obstacles" for a better balance between aesthetics and function but realize you need to satisfy business community.

4. Recall our discussion on lane widths and request exceptions to AASHTO standards. Take one more look and see if you can get a couple more feet on Sandy between 42nd & 43rd on Sandy. I know its tight.

Note to McClure —
City needs to request exception to standards to State — after we concur — you will respond to City.

7751

Mult. Co.

ROAD DESIGN SECTION

DES 16

Ross Yamasaki
Metro R/W

May 3, 1983

DNS

Donald N. Stoudenmeyer
Preliminary Design Supervisor

File No. 52582 - Korten Property
Hollywood District Transit Project
Multnomah County

Vernteeg ✓
Anderson
Adams
Lisenab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 05 1983
ROAD DESIGN SECTION

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Bring Up
Action

Revised Sketch 1 shows the existing condition for the Korten property. There seems to be 23 stalls, 8-foot wide; 22 at 90° angle; one at a 60° angle. Stalls 1 through 4 along Broadway and the driveway on 42nd Avenue will be affected by the proposed construction.

Revised Sketch 2 shows how 24 stalls can be restriped. This plan would have the same parking lot layout configuration as they presently do and the stalls would be 8 feet wide.

Revised Sketch 4 shows how 25 stalls can be restriped by using 8-foot stalls. Stalls 1 through 11 along 41st Avenue would remain the same; Stalls 12 and 13 would be restriped at a 75° angle; Stalls 1 through 5 are on the radius of Broadway and 42nd Avenue; Stalls 1 through 7 are on 42nd Avenue and the 20-foot driveway is centered at Station 0+93.

Under both of these revised layouts if 9-foot stalls are used, only 23 stalls can be restriped, which is their present number.

If you have any questions, please contact me or Larry Stormo at 378-6276.

LS:ja

cc Larry Stormo

MATCH TO EXIST'G ALIGNMENT

N.E. 41ST

8" GAS ABANDONED

8" SEWER

MOVED

PNY

20'

10'

10'

1 2 3 4 5 6 7 8 9 10 11 12

45°

R=55'

R=95'

R=20'

R=25'

R=20'

R=20'

R=35'

DOOR

WV

PP

MH

P

S

T

GV

MAIL BOX

FILLER

ST.

PNB DUCTS 8' TYP. (REVISED)

SKETCH 1

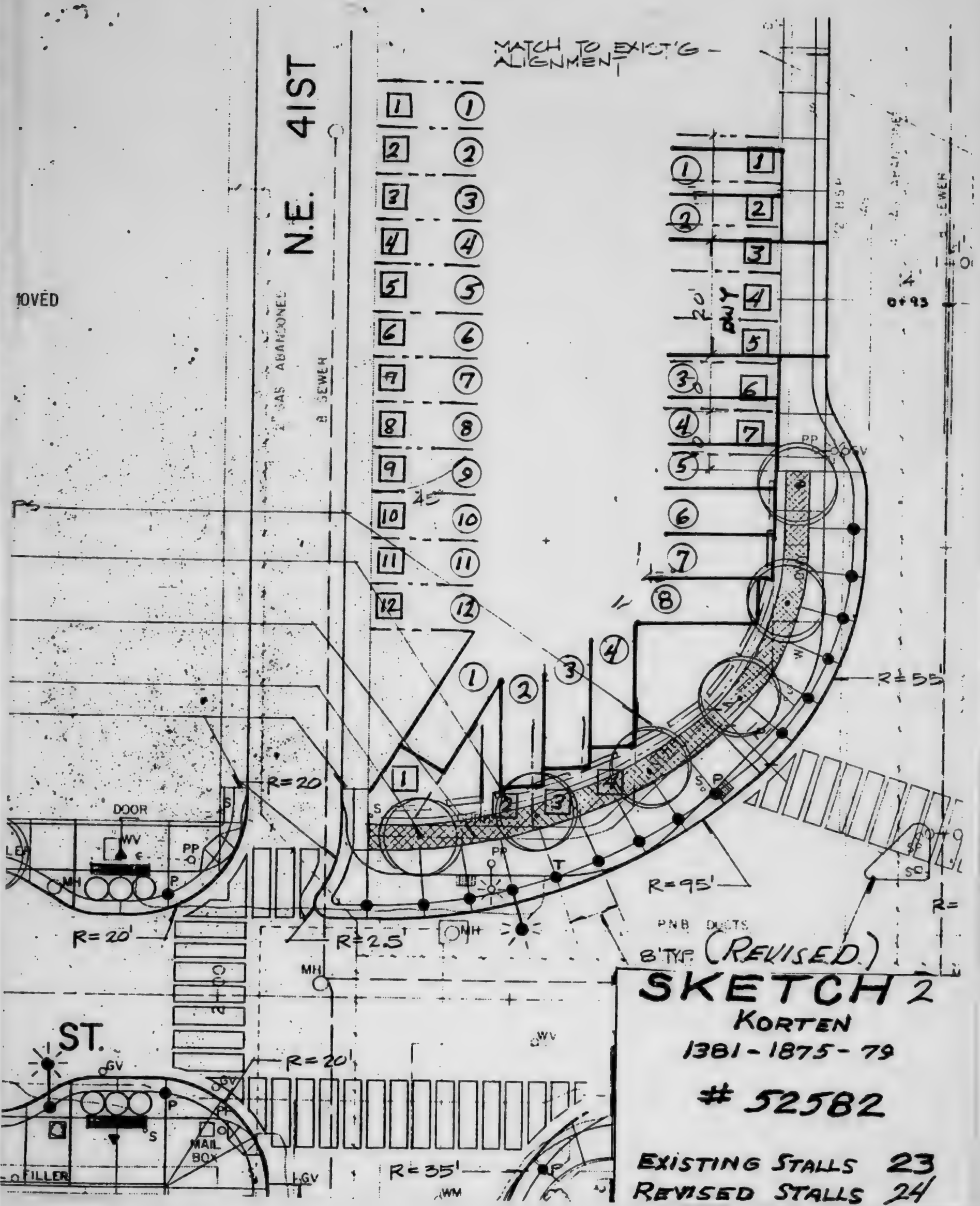
KORTEN

1381 - 1875 - 79

52582

EXISTING STALLS 23

REVISED STALLS



SKETCH 2 (REVISED)

KORTEN

1381 - 1875 - 79

52582

EXISTING STALLS 23

REVISED STALLS 24

MOVED

N.E. 41ST

GAS ABANDONED

SEWER

MATCH TO EXIST'G ALIGNMENT

20' DWY

PP

SEWER

R=55'

R=95'

R=20'

R=25'

R=20'

R=35'

DOOR

WV

MH

P

S

T

PNB DUCTS 8' TYP.

ST.

GV

MAIL BOX

FILLER

SKETCH 4 (REVISED)

KORTEN

1381-1875-79

52582

EXISTING STALLS 23

REVISED STALLS 25

1151

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

City of Portland

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Hollywood District Transportztion Project
N.E. Sandy Blvd. FAU9326

REGION 1

SURVEY AUTHORITY

AUTHORIZATION NO. #2 (Rev. #2) | PREFIX 726-1923 | DATE 5-2-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			918 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		168,538	918 LOCATION			935 SOILS		
904 CONSULTANT		44,050	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		5,500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		100	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,600	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					
						TOTALS	$230,588	$ 230,588
						PREVIOUS AUTHORIZATION		$ 230,588
						ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-9326(6)

LOCATION ENGINEER'S REMARKS
This revised authority reflects an approved supplemental to the consultants agreement.

1 Verstoep ✓
2 [illegible] ✓
3 [illegible] ✓
4 Wakerlig ✓

RECEIVED
MAY 1983
ROAD DESIGN SECTION

cy Watson
Do Not File ☐
Return to .....
Bring Up ...../...../.....
Action.....

Bring Up

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Ruth V. Llewellyn	5-2-83	X [signature]	5/5/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X —	—	X [signature]	5-4-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X [signature]	5/3/83		

734-1914 (7-82)

Portland

ROAD DESIGN SECTION DES 16

Rodger Jarmer
Metro R/W

Larry Stormo for
J.H. Versteeg
Road Design Engineer

January 14, 1983

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wickerlig

RECEIVED
JAN 14 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

File #52582 - Kortch Property
Hollywood District Transit Project
Multnomah County

Sketch one shows the existing condition for the Kortch property. There seems to be 23 stalls, 8 ft. wide; 22 at a 90° angle; one at a 60° angle. Stalls one, two, three and four along Broadway and the driveway on 42nd Avenue will be affected by the proposed construction.

Sketch two shows how these stalls can be recovered, if the driveway is not moved from its present location. The stalls would have the same dimensions as they presently do and would not change the parking lot layout configuration.

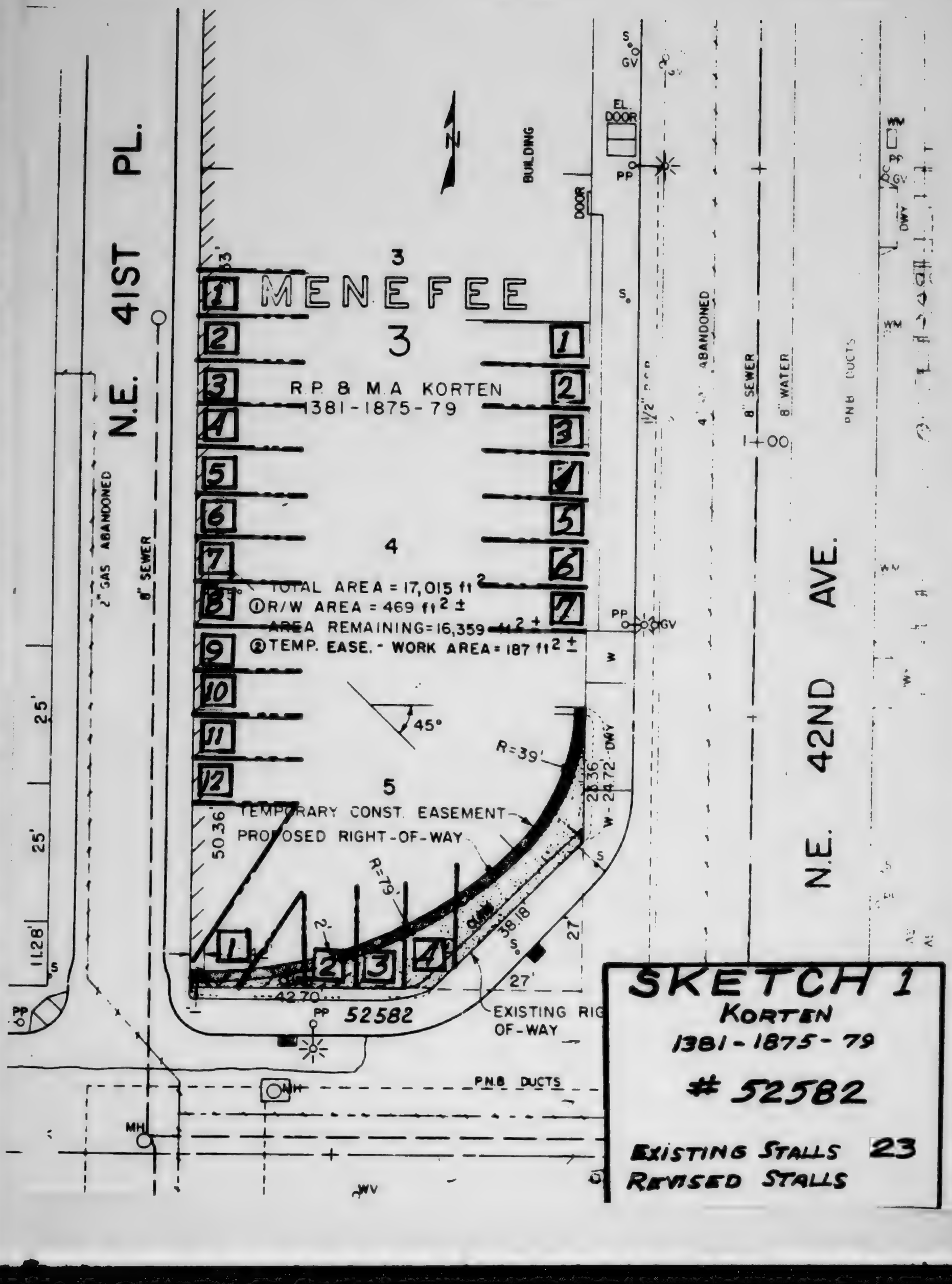
Sketch three shows how 24 stalls can be restriped, by using 8 ft. stalls and moving the driveway to the north on 42nd Avenue. If 9 ft. stalls are used, only 23 stalls can be restriped under this design.

Sketch four shows how 25 stalls can be restriped, by using 8 ft. stalls and striping proposed stalls one, two and three along 41st Place at a 60° angle and moving the driveway to the north on 42nd Avenue. Under this design if 9 ft. stalls are used, only 23 stalls can be re-striped.

There may be other designs that could be used but these revised layouts will be a starting point. It seems logical to conclude that there will be no reduction in parking stalls after construction.

If you have any questions, please contact Larry Stormo, Preliminary Design, Salem at 378-6276.

LS:kg


N.E. 41ST PL.
N.E. 42ND AVE.
MENEFEE
3
R.P. & M.A. KORTEN
1381-1875-79
4
5
TOTAL AREA = 17,015 ft²
① R/W AREA = 469 ft² ±
AREA REMAINING = 16,359 ft² ±
② TEMP. EASE. - WORK AREA = 187 ft² ±
TEMPORARY CONST. EASEMENT
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
BUILDING
DOOR
EL. DOOR
8" SEWER
8" WATER
4" ABANDONED
2" GAS ABANDONED
PNB DUCTS
R=39'
R=79'
45°
50.36'
42.70'
38.18'
11.28'
25'
27'
52582
SKETCH 1
KORTEN
1381-1875-79
52582
EXISTING STALLS 23
REVISED STALLS

N.E. 41ST PL.

2" GAS ABANDONED

8" SEWER

25'

25'

11.28'

S

PP

MENEFEE

3

RP & MA KORTEN
1381-1875-79

4

TOTAL AREA = 17,015 ft²
① R/W AREA = 469 ft² ±
AREA REMAINING = 16,359 ft² ±
② TEMP. EASE. - WORK AREA = 187 ft² ±

5

TEMPORARY CONST. EASEMENT
PROPOSED RIGHT-OF-WAY

50.36'

45°

R=39'

2.36'

2.72' DWY

W

S

19'

38.18'

27'

42.70'

PP 52582

EXISTING RIGHT-OF-WAY

BUILDING

DOOR

EL. DOOR

PP

GV

S

1½" [illegible]

4" ABANDONED

8" SEWER

8" WATER

PNB DUCTS

N.E. 42ND AVE.

MH

PNB DUCTS

WV

SKETCH 2

KORTEN
1381-1875-79

52582

EXISTING STALLS 23
REVISED STALLS 23

N.E. 41ST PL.

MENEFEE 3

3

R.P. & M.A KORTEN
381-1875-79

4

5

TOTAL AREA = 17,015 ft²
① R/W AREA = 469 ft² ±
AREA REMAINING = 16,359 ft² ±
② TEMP. EASE. - WORK AREA = 187 ft² ±

TEMPORARY CONST. EASEMENT
PROPOSED RIGHT-OF-WAY

BUILDING

DOOR

EL. DOOR

PP

GV

WM

DWY

4" ABANDONED

8" SEWER

8" WATER

P.N.B. DUCTS

2" GAS ABANDONED

8" SEWER

25'

25'

11.28'

50.36'

R=79'

R=39'

45°

28.36'

W-24.72'-DWY

38.18'

27'

27'

42.70'

PP 52582

EXISTING RIGHT-OF-WAY

MH

WV

N.E. 42ND AVE.

SKETCH 3

KORTEN
1381-1875-79

52582

EXISTING STALLS 23
REVISED STALLS 24

N.E. 41ST PL.

MENEFEE

3

R.P. & M.A. KORTEN
1381-1875-79

4

5

TOTAL AREA = 17,015 ft²
① R/W AREA = 469 ft² ±
AREA REMAINING = 16,359 ft² ±
② TEMP. EASE. - WORK AREA = 187 ft² ±

TEMPORARY CONSTRUCTION EASEMENT
PROPOSED RIGHT-OF-WAY

EXISTING RIGHT-OF-WAY

BUILDING

DOOR

EL. DOOR

PP 52582

2" GAS ABANDONED

8" SEWER

8" WATER

4" ABANDONED

1½" P.C.C.

P.N.B. DUCTS

MH

WV

GV

PP

WM

DWY

N.E. 42ND AVE.

45°

42.70'

50.3'

38.18'

28.36'

24.72'

11.28'

25'

27'

SKETCH 4

KORTEN
1381-1875-79

52582

EXISTING STALLS 23
REVISED STALLS 25

Portland

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Hollywood District Transportation Project

REGION: Metro

AUTHORIZATION NO.: 2 (revised)

PREFIX: 726-1923

DATE: 11-19-82

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	170,488	170,488	918 LOCATION			935 SOILS		
904 CONSULTANT	42,100	42,100	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	5,500	5,500
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN	1,000	1,000	921 SPECIFICA-TIONS	1,500	1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	4,000	4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	100	100	926 FOUNDATION-			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	1,600	1,600	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	200	932 RAILROAD & UTILITIES					
						TOTALS	$ 230,588	$230,588
						PREVIOUS AUTHORIZATION		$230,588
						ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9326(6)

LOCATION ENGINEER'S REMARKS

This revised Survey Authority reflects the transfer of signal design work from the State to the City. The City has performed the field survey and is preparing the design. The State is monitoring the City work, is acquiring right-of-way, and will complete PS & E.

1 ✓ copy Watson.

2 Adam.

3

28

4

PREPARED BY	DATE 11-22-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 12-9-82
RECOMMENDED, REGION ENGINEER	DATE 11/28/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE 12/13/82
RECOMMENDED, LOCATION ENGINEER	DATE 12/8/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

CON 21-10-1

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9326(6)
Hollywood Transportation Improvement
Sandy Blvd., Exception to Design Standards

Date: November 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reivewed the data submitted with Mr. Adams' letter of October 28, 1983 regarding design standards on this project. There are two indepentent issues involved regarding roadway cross-section details.

Issue one deals with bikeway provisions on NE 42nd between Halsey and Sandy. The constraints and type of use expected on this section preclude the use of full standards for all vehicles and pedestrians. We concur in your proposed cross-section and method of handling bicycle traffic.

Issue two deals with lane widths on Sandy Blvd. between 42nd and 43rd. You have forwarded the City's request for a deviation from standards on this one block section. This particular block is adjacent to Hancock Plaza which is a relatively large pedestrian oriented area which should not be affected by the loss of two feet of sidewalk. The initial plan included street trees and other ameneties that limited functional use of portions of the sidewalk area. The sidewalk opposite from Hancock Plaza can still be maintained at 10 feet in width using minimum AASHTO standards. Bus zones are included on both sides of Sandy Blvd. at 8 feet widths. These are considered minimum since the modern bus is 9 feet wide.

We feel that a high priority should be placed on transportation function in this area because of potential bottlenecks caused by the heavy intermodal use. Transportation function should take priority over aesthetic features. Continuity of lane widths is also important on an arterial route such as this.

Ore-Wal
Eis Amend
Eo

RECEIVED TECHNICAL SERVICES
NOV 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
NOV 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

We do not concur in your proposed deviation from standards. The minimum acceptable section consists of four lanes of eleven feet width and two eight foot bus zones for a curb-to-curb width of 60 feet.

for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (E Hardt)
City of Ptld (R Schmidt)

9951

CON 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-1 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(10)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 10068	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/1/82	FAU 9326	Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required you are now authorized, as requested in Mr. Swan's letter of 9/29/82, to proceed with the actual acquisition of file No. 53006 as shown on R/W map 9B-20-23 at a TEC of $10,000 Federal Funds $8,500.

Federal particiaption is limited to that right of way actually incorporated in the final location of the subject project

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | ACT | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/1/82	G. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CoN 21-10-1
.C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 29, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. IX-9326(10)
Hollywood District Transportation Project
Multnomah County
File 53006

I request authorization to proceed with the actual acquisition of the above listed property on the subject project at an estimated total cost of $10,000. The area to be acquired is as outlined in red on the enclosed copy of sheet 5 of right-of-way map 9B-20-23.

No relocation is involved and authorization to proceed as requested will not require an additional obligation in Federal funds at this time.

CL:bks
Enc.

cc: E. Mershon
J. Boyd
F. Lowe
General Files

Form 734-3122

9751

CON 21-10-1

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9325(6)
Hollywood Transportation Project
Consultant Supplemental Agreement

Date: July 12, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

The supplemental agreement submitted with Mr. Swan's June 17, 1982 letter has been reviewed. Since there is no change in scope or complexity of work the additional $150 fixed fee is not eligible for Federal funds. The overrun in actual cost is eligible under the terms of our previous authorization, Paragraph 7(d) of FHPM 1-7-2 and the terms of the original agreement.

The original consultant agreement states under "Payment", paragraph 2(f) that the maximum amount can only be increased by written authorization of the City. As long as the expenditures remain within the overall P.E. funding authorization the actual cost overrun will not require FHWA approval. If the city feels obligated to pay the added $150 on a non-participating basis they may also do that without FHWA approval.

for Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj Mgmt)
OSHD (M. Holmes, Proj Mgmt)

RECEIVED
ASST STATE HWY E GR
JUL 16 '82
REC'D TO
FOR

Swan
Nangle
Bowman

RECEIVED
STATE HWY ENGR
JUL 16 '82
REFER TO
FOR

ROAD DESIGN SECTION

DES 16

Richard Dunlap
Region I R/W Agent

June 25, 1982

A. D. Olson
Preliminary Design Engineer

Verstoeg	
Anderson	
Adams	
Olson	
Sullivan	
Terpin	
Trout	
Wekerlig	

RECEIVED
JUN 28
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

File 52582 - Kortch Property
52584 - Bank of California Property
Hollywood District Transit Project
Multnomah County

Sketch One shows the existing condition for the Kortch property. There seems to be 23 stalls, at 8 feet wide; 22 at 90-degree angle; and 1 at a 60-degree angle. Stalls 2, 3 and 4 along Broadway will be affected by the proposed construction.

Sketch Two shows how these stalls can be recoverd by using 8-foot stalls at 90-degree angle. Stalls 1 and 2 along 41st and 1 and 2 along 42nd would be removed to make space for the new driveway and aisle. If 9-foot stalls are used, only 22 stalls can be restriped under this design.

Sketch Three shows another way 22 stalls can be restriped, using 9-foot stalls at 60-degree angle and also removing Stalls 1 and 2 along 41st and 1 and 2 along 42nd, for new driveway and aisle.

Sketch Four shows the existing condition at the Bank of California property. There seems to be 15 9-foot stalls at 90-degree and 60-degree angles. None of these stalls are directly affected by the proposed construction but the aisle space Stalls 7 and 8 need is.

Sketch Five shows how 15 stalls can be restriped by eliminating Stalls 1 and 2 along 40th, restriping ten 9-foot stalls at 90-degree angle in front of the building. This design will work for either a two or three driveway pattern.

There may be other designs that could be used but these revised lay-outs will be a starting point and seem to be logical ones.

If you have any questions, please contact me or Larry Stormo at 378-6276.

LS:ja

Attachments

DOOR

11.28' 25' 25'

2" GAS ABANDONED

8" SEWER

N.E. 41ST PL.

226.87'

50.36' 1 2 3 4 5 6 7 8 9 10 11 12 49.33'

MENEFEE

3

4

5

TOTAL AREA = 17,015 ft2±

① R/W AREA = 603 ft2±

AREA REMAINING = 16,28[illegible] ft2±

② TEMP. EASE. - WORK AREA = 128 ft2±

R.P. & M.A. KORTEN
381-1875-79

25.7'

TEMPORARY CONSTRUCTION EASEMENT

12' PROPOSED R/W ②

EXISTING R/W

38.18'

27'

27'

52582

PNB DUCTS

BUILDING

DOOR

W DWY W

6.36'

1 2 3 4 5 6 7

1½" B.S.P.

2" GAS

GV

4" GAS ABANDONE

8" SEWER

8" WATER

00

00

SKETCH 1

KORTEN

1331 - 1875 - 79

52582

EXISTING STALLS 23

DOOR

11.28' 25' 25'

2" GAS ABANDONED

N.E. 41ST PL.

8" SEWER

226.87'

50.36

TEMPORARY CONSTRUCTION EASEMENT

PROPOSED R/W

EXISTING R/W

38.18'

27'

20.17'

6.36'

W DWY

52582

PNB DUCTS

TOTAL AREA = 17,015 ft²±
① R/W AREA = 603 ft²±
AREA REMAINING = 16,28[illegible] ft²±
② TEMP. EASE. - WORK AREA = 128 ft²±

R.P. & M.A. KORTEN
1381-1875-79

3 MENEFEE

BUILDING

DOOR

1½" BSP

2" GAS

4" GAS ABANDONE

8" SEWER

8" WATER

GV

SKETCH 2

KORTEN
1331 - 1875 - 79

52582

EXISTING STALLS ± 23
REVISED STALLS 23

DOOR

11.28' | 25' | 25'

2" GAS ABANDONED

N.E. 41ST PL.

8" SEWER

226.87'

30.36 | 49.33' | 49.33'

1 2 3 4 5 6 7 8 9 10 11 12

TOTAL AREA = 17,015 ft²±
① R/W AREA = 603 ft²±
AREA REMAINING = 16,28[illegible] ft²±
② TEMP. EASEMENT - WORK AREA = 12[illegible] ft²±

R.P.S. M.A. KORTEN
381-1875-79

MENEFEE
3
4
3

BUILDING

DOOR

TEMPORARY CONSTRUCTION EASEMENT

PROPOSED R/W

EXISTING R/W

38.18'

27'

12.17'

6.36'

W | DWY | W

52582

PNB DUCTS

1½" B.S.P.

2" GAS

4" GAS ABANDONE

8" SEWER

8" WATER

GV

00

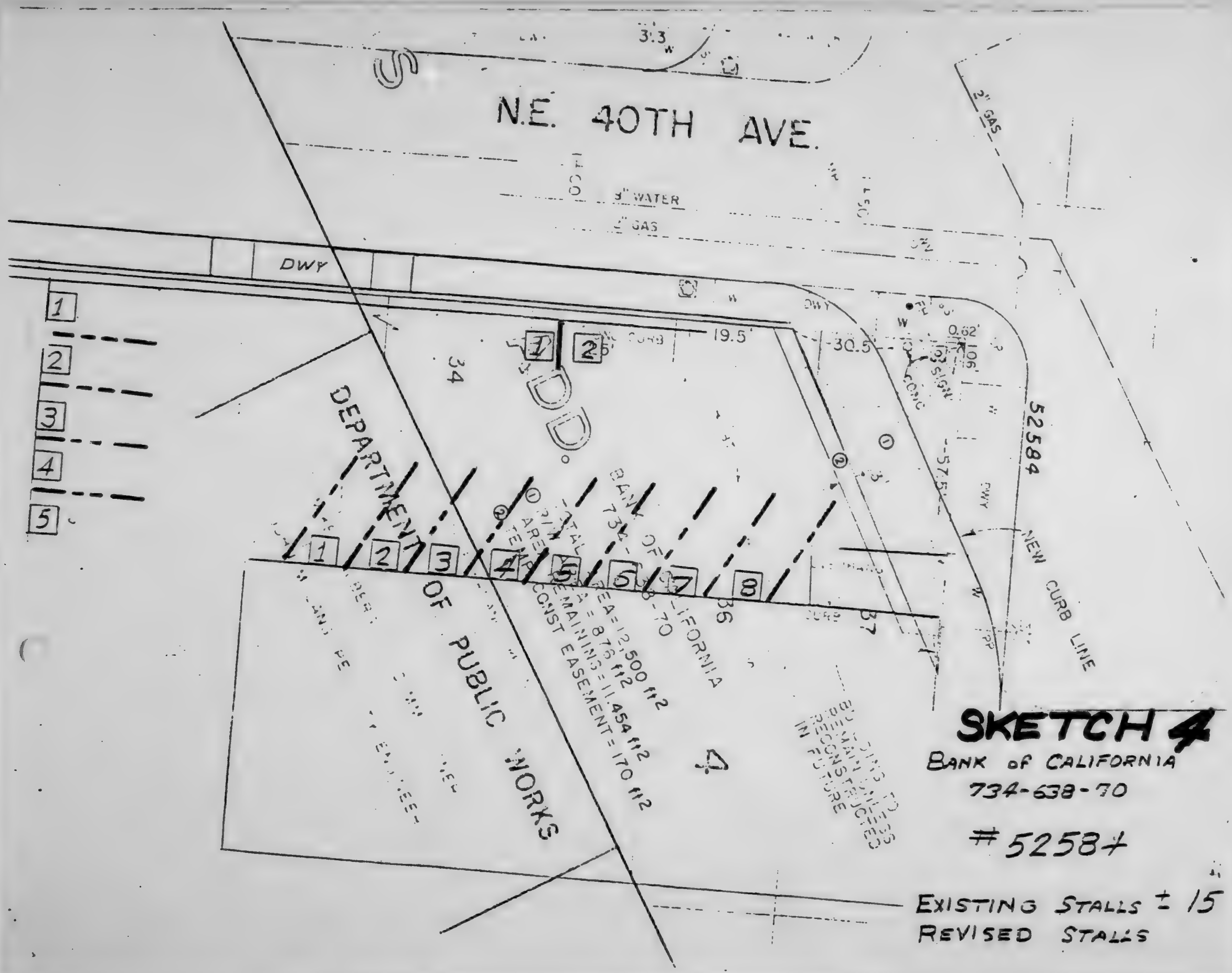
00

SKETCH 3

KORTEN
1331-1875-79

52582

EXISTING STALLS 23
REVISED STALLS 22



SKETCH 4

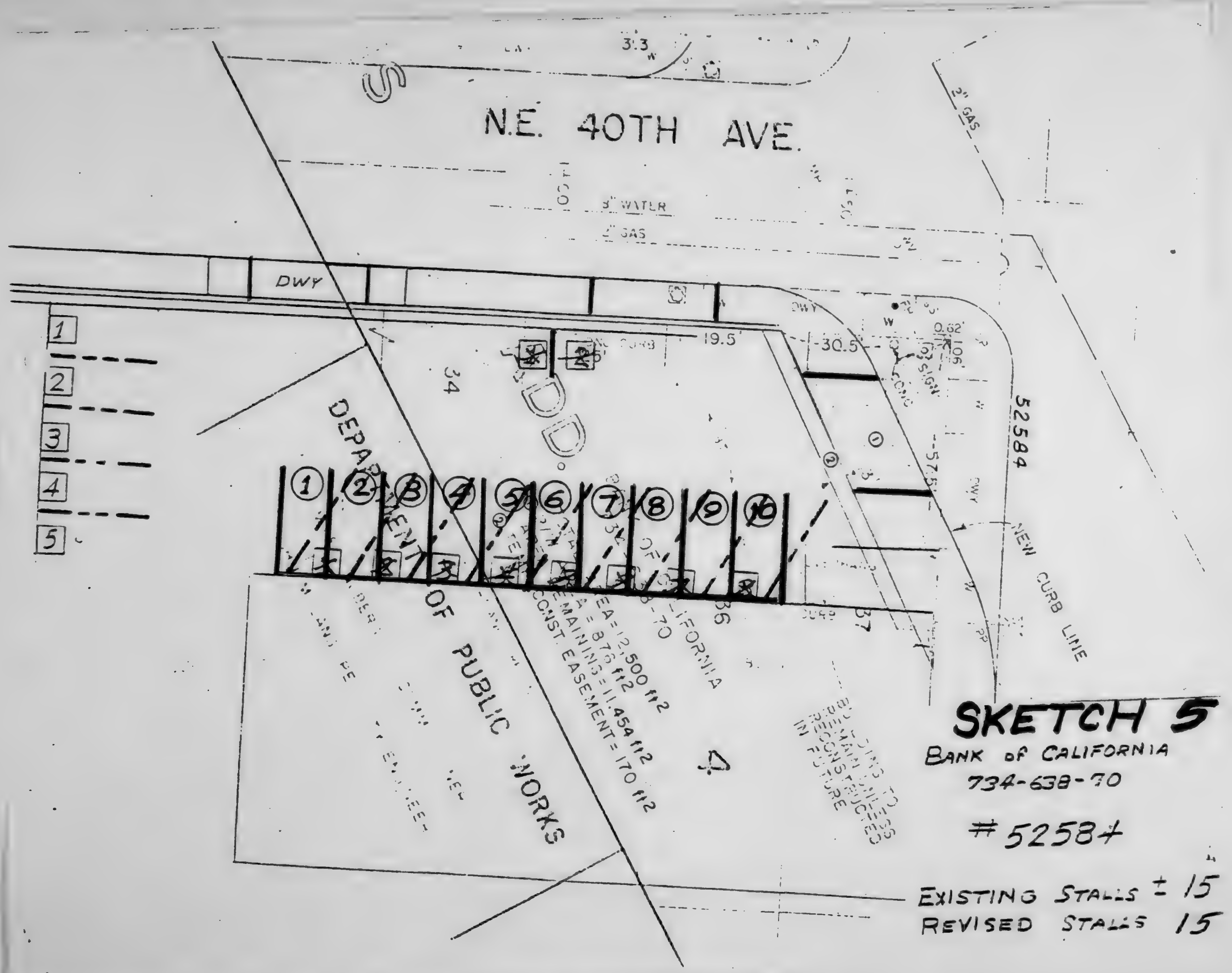
BANK OF CALIFORNIA

734-638-70

52584

EXISTING STALLS ± 15

REVISED STALLS


N.E. 40TH AVE.
3" WATER
2" GAS
DWY
19.5
30.5
34
DEPARTMENT OF PUBLIC WORKS
BANK OF CALIFORNIA
734-638-70
EA=12,500 ft2
A=MAINING=11,454 ft2
CONST. EASEMENT=170 ft2
4
NEW CURB LINE
2" GAS
5258A
SKETCH 5
BANK OF CALIFORNIA
734-638-70
#52584
EXISTING STALLS ± 15
REVISED STALLS 15

9-1 6-21-82 CON 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(10)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/21/82

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 6/3/82 you are now authorized to proceed with the actual acquisition of files 52911, 52912 and 52913 as shown on R/W map 9B-20-23 at a TEC of $20,000 Federal Funds $17,000 (Appn Code 580)

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DNG 6-23-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/21/82	J. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4121

ODN 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

June 17, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Supplemental Consultant Agreement
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

Enclosed for your approval are two copies of a supplemental agreement between Mitchell and Nelson and the City of Portland on the subject project.

This supplemental agreement increases the maximum amount to $44,045 which is an increase of $1,975 in total cost, however, no increase in the estimated total cost or federal funds currently under project agreement is anticipated at this time.

I request the return of one copy of the supplemental agreement approved for our files.

CL:bkc
Enc.

cc: M. Holmes
General Files

Form 734-3122

9951

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

June 3, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-9326(10)
Hollywood District Transportation Project
Multnomah County
Files 52911, 52912 & 52913

I request authorization to proceed with the actual acquisition of the above listed properties on the subject project at an estimated total cost of $20,000 with Federal funds of $17,000. The interests to be acquired consist of vehicular access restrictions as indicated in red on the enclosed copy of sheet four of right-of-way map 9B-20-23.

Enclosed also is a revised sheet 2 of right-of-way map 9B-20-23 which reflects a reduction in the area needed for right-of-way on file 52583.

Authorization to acquire the three additional files will require a revision in financing as follows:

	Appn Code	Total Cost	Fed. Funds	Pro Rata
Present	580	$172,000.00	$146,200.00	85%
Additional	580	20,000.00	17,000.00	85%
TOTAL		$192,000.00	$163,200.00	

CL:bkc
Enc.

cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

9981 4-19-82 CON 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10068

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/19/82

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 4/15/82 I approve the revised Preliminary Engineering Costs to a TEC of $233,988 Federal Funds $198,889.

(Increase TEC $44,576 Federal Funds $37,889 Appn. Code 580)

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO
Moehring
FOR

Info	Invest	R/D	Dist	Sign	Act	File

Orig to 4/23/82

14. DATE: 4/19/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9151

CoN 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

April 15, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 10068
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated April 9, 1982.

Approval of this request will involve an increase of $44,576.00 in total cost and Federal obligation of $37,889.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$233,988.00	$198,889.00	----	85.0
Previous	189,412.00	161,000.00	(772)	85.0
Difference	$ 44,576.00	$ 37,889.00	(580)	85.0

RHZ:bkc
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose (Metro)
Gary Zehner
✓General Files

Form 734-3122

1111 3-15-82 CON 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(10)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 10068
2A. COUNTY NAME: Multnomah
6. TO:
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon
7. DATE AUTHORIZATION EFFECTIVE: 3/15/82
8. FEDERAL ROUTE NUMBER: FAU 9326
9. STATE ROUTE NUMBER: Primary 59
10. GENERAL LOCATION:
Hollywood District Transporation Project
11. GENERAL DESCRIPTION OF WORK
Right of Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [xx] ACQUISITION OF RIGHT-OF-WAY.
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/4/82 you are now authorized to proceed with the actual acquisition of files 52581 through 52584 as shown on R/W map 9B-20-23 at a TEC of $172,000 Federal Funds $146,200.

Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HIGHWAY DEPT.
MAR 17 '82
REFER TO
TOR

14. DATE: 3/15/82
15. SIGNATURE OF APPROVING OFFICIAL: G K Hansen
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9931

CON 21-10-1
files

AGR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

February 24, 1982

Mr. George Yerkovich
City Auditor
City of Portland
1220 S. W. 5th, Room 202
PORTLAND OR 97204

AGR 198
Hollywood Dist. Transp. Impr.
City of Portland
FAU Route 9326

MISC. CONTRACTS and
AGREEMENTS No. 7417

Dear Sir:

As requested, we are enclosing two fully signed agreements (duplicate, triplicate copies) for the Hollywood District Transportation Improvements project.

Yours truly,

Adele L. Egan
Right of Way Office Unit Supv.

AE
mp
Enc.

cc: Jon Rose
Steve Green,w/c
Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

Form 734-3122

9951

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1982

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 10068
Project No. IX-9326(10)
Hollywood District Transportation Project
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 9B-20-23 for the subject project.

I request authorization to proceed with the actual acquisition of right of way all phases at an estimated total cost of $172,000 with federal funds of $146,200. The right of way to be acquired is as outlined in red on the enclosed right of way map. No relocation assistance is involved.

This request is based on the November 21, 1980 letter to you from F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:lms

Attachments

cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

CON 21-10-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT HWY DIVISION

PROJECT TITLE: NE 37th Avenue-NE 47th Avenue

DATE: 2/23/82

The State has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENG
FEB 24 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ap | File

[XX] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

BEN GIFFORD

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(M)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820126-091-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

(2)

CoN 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

January 25, 1982

In Reply Refer to
File No.:
PRO 6

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM: D. E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. M-1
Section: N.E. 37th Ave.-N.E. 47th Ave. (Portland)
Highway: Hollywood Dist. Transportation Project
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 1, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M-1 Engr.: R.N. Bothman/E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JAN 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: Department of Transportation [45] | [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: O'DOT Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: D.E. Swan [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: N.E. 37th Ave.-N.E. 47th Ave. (Portland) [71]

11 [12] PROJECT LOCATION—CITY: Hollywood District Transportation Project | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Elements of the project include traffic rerouting, elimination of left turns on the project section of Sandy Boulevard, synchronization of traffic signals, [71]

07 [12] closure of Hancock between 42nd and 43rd Avenues, and improved pedestrian [71]

08 [12] facilities. [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,401,000	-----	-----	424,000	-----	2,825,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [XX] 29 No [ ] 30 Date: Jan. 25, 1982

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [XX] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [XX] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: March | [43] DAY [44]: 1 | [45] YEAR [46]: 1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 25, 1982

VI. If project includes state funds (12C), identify agency ------

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%____	$_____	%____	$_____	%____ $_____
Second Year	%____	$_____	%____	$_____	%____ $_____
Third Year	%____	$_____	%____	$_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section: Hollywood District Transportation Project — NE 37th Ave. to NE 47th Ave.
Highway: U.S. 30 (Business) Sandy Blvd.
County: Multnomah
Region: Metro
(Attach Sketch Map)

Date: January 20, 1982
City: Portland
Hwy. No.:
Begin M.P.:
Length:
Program Estimate: PE $230,000
Funding Source: e(4)

B. Purpose, Need, and Description of Project (Describe Alternatives): The project would implement the portion of the Hollywood District traffic/pedestrian circulation plan (figures 2 and 3) which involves streets north of Halsey Street. The plan is designed to reduce existing congestion, improve access, improve pedestrian and vehicular safety, and reduce through traffic in residential areas. Elements of the project include traffic rerouting, elimination of left turns on the project section of Sandy Boulevard, synchronization of traffic signals, closure of Hancock between 42nd and 43rd avenues, and improved pedestrian facilities. The portion of the plan which involves Halsey Street and the connections to the south would be implemented separately, but in a coordinated fashion, as part of the Banfield Transitway Project.

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation	
	I	Draft and Final EIS		Wetlands Finding/Analysis
X	II	Categorical Exclusion		Endangered Species List
	III	Environmental Assessment		Biologic Assessment
			X	Cultural Resources Survey
				Section 106 Procedures
				Section 4(f) Evaluation
			X	Noise Study Report
			Possible	Indirect Source Construction Permit

Basis for Recommended Classification:
The project has had extensive public involvement through the formation of the proposed plan and has received local support. Additionally, the project serves to preserve or enhance the vitality of existing businesses and residences. For these reasons, it is recommneded that the project be advanced as a Categorical Exclusion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-4	2-4
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)		
Average Daily Traffic (Volume and Year)	*	*
Alignment (New, Combined, Existing)	Existing	
Speeds (Posted and Estimated)		

* Sandy Blvd. 1979: 23,500 1990: 24,200
Halsey St. 1979: 9,600 1990: 20,000

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts: No right-of-way required

Acres	0.9
Estimated Number of Parcels	3
Residential Relocation (No.)	
Business Relocation (No.)	None

Describe: Loss of some off-street parking for the three businesses affected would result. This will reduce the area for car storage of a carwash/service station operation. This impact will be compensated for during right of way negotiations.

2. Estimated Impact on Land Use: The residential and commercial patterns of the neighborhood are firmly established. The project is designed to preserve and support these patterns and thereby offset potential land-use changes caused by a threatened breakdown of vehicular and pedestrian traffic.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: The traffic patterns, flow, and safety would all be upgraded by the project. Traffic volumes may increase in the commercial part of the District as it becomes more accessible and safer to traverse and, therefore, more attractive to shoppers.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No adverse impacts anticipated.

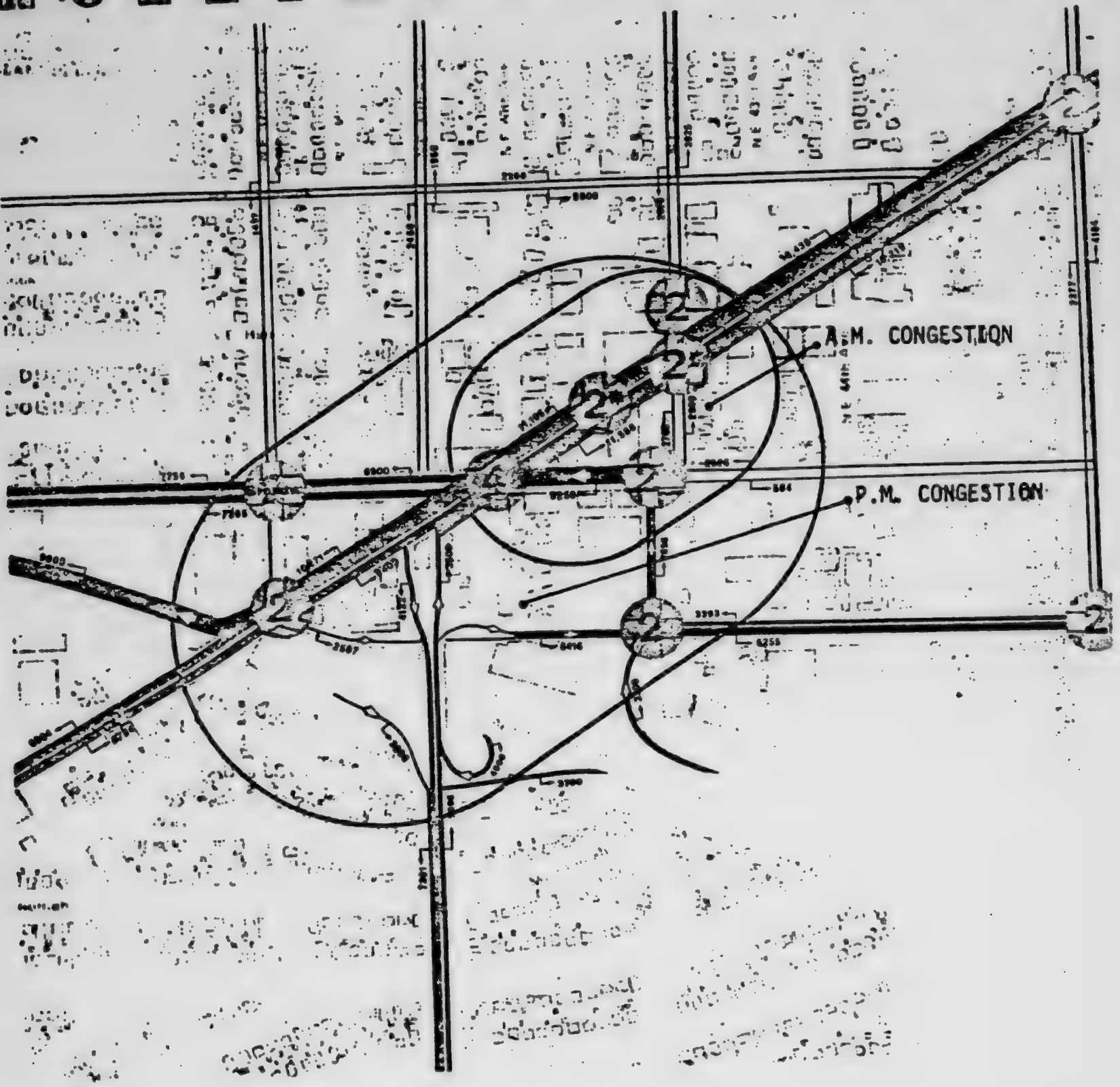
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

(Attach Project Location Map) (10-14-81)

HOLLYWOOD DISTRICT



AVERAGE WEEKDAY TRAFFIC---VEHICLES

- 0-1000
- 1000-3000
- 3000-6000
- 6000-9000
- 9000-13,500

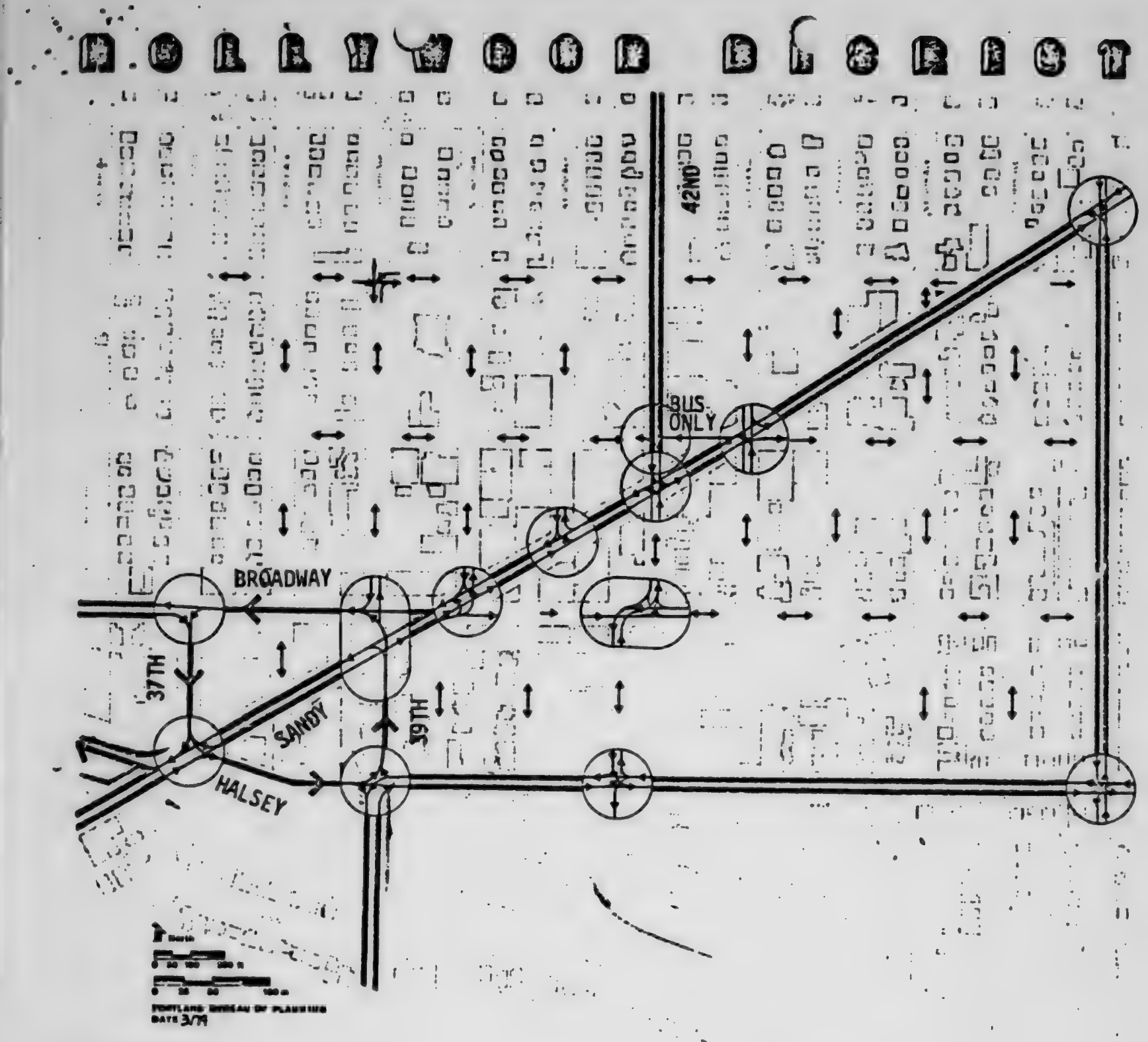
(2) NUMBER OF SIGNAL PHASES

* PLUS LEFT TURN SIGNAL

FIGURE 1

Existing Traffic Conditions

map 7



Signal

Through Traffic

Note : Right turns not shown are permitted

FIGURE 2

Plan D
Traffic Circulation Plan

map 1

NORTHWOOD DISTRICT

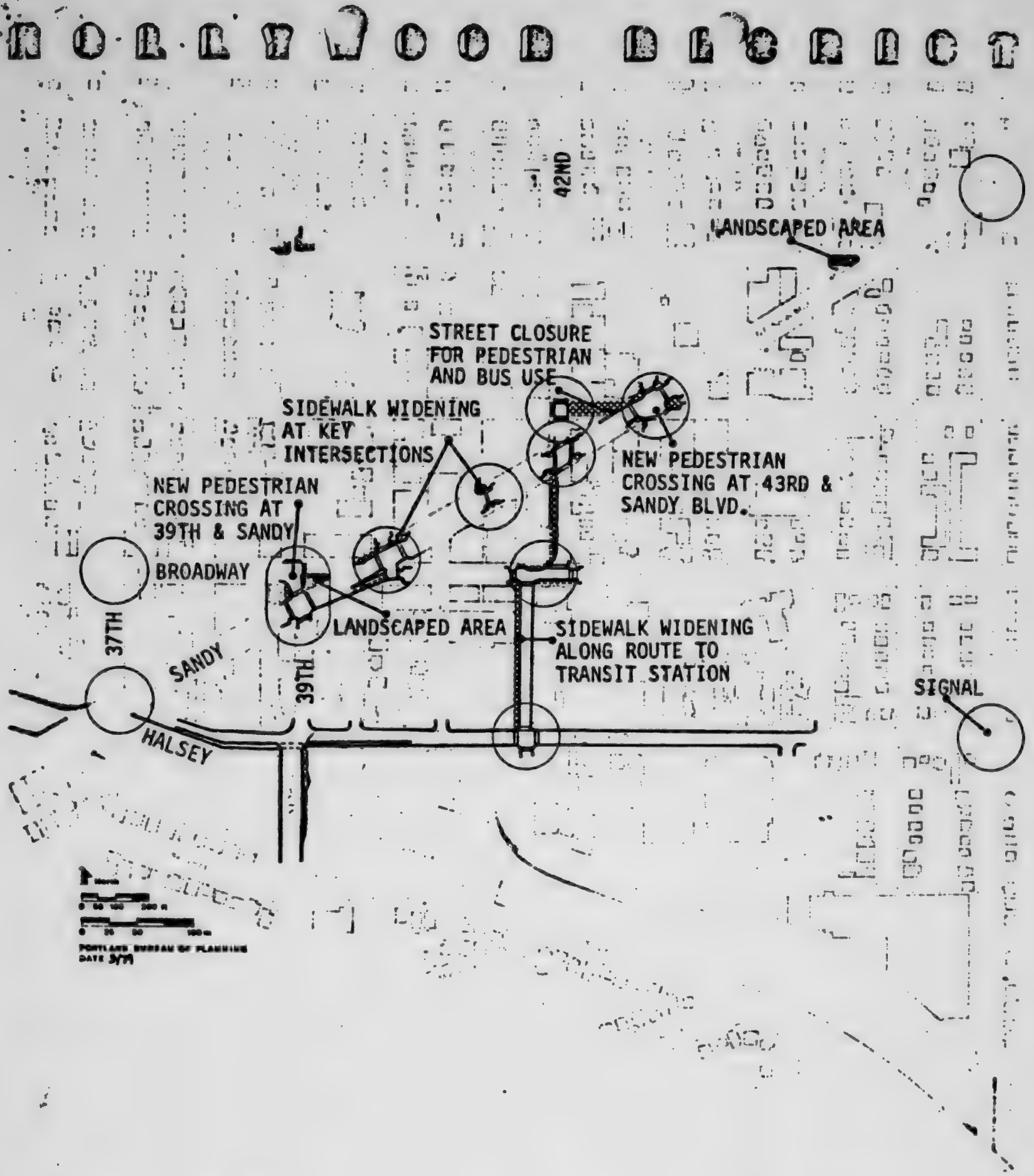


FIGURE 3

Plan D
Pedestrian Facilities Plan

map 2

9951 12-23-81 CON 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME: Multnomah

4. PROGRAM NO.

5. ITEM NO. 10068

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 6 '82
REFER TO Mehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE: 12/23/81

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement

orig to 1/6

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 12/16/81 I approve the Consultant Agreement with Mitchell and Nelson for those phases of preliminary engineering described in the agreement on an actual cost basis estimated to be $42,070 Federal Funds $35,760 which includes a net fee in amount of $3,650. This approval, based on Pre-award Evaluation dated 12/9/81 is subject to the following covering the "extra work" provisions.

1. Salary and wages are limited to actual costs as determined by audit, and should be computed on the same basis as used in the basic project work.
2. An arbitrary percentage markup of sub-consultant charges is ineligible. Costs over and above the Consultant's direct and overhead costs already claimed may be incurred because of the sub-consultant's work, but they must be clearly documented as such if they are to be allowed.

An approved copy of the Agreement is returned herewith.
(The above authorization does not require additional obligation of funds.)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/23/81	G. K. Brosnan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9451

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 16, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Consultant Engineering Agreement
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

Enclosed for your approval are two copies of a fully exectued agreement between the consultant firm of Mitchell & Nelson and the City of Portland on the subject project.

I request the following:

1) Authorization to proceed with work by the Consultant at an estimated total cost of $42,070, with no increase in estimated total cost or federal funds as currently under project agreement.

2) The return of one copy of the agreement approved for our files.

CL:bkc
Enc.

cc: M. Holmes
R. Hacek
General Files

Form 734-3122

9191

CON 21-10-1

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
		TOTAL	$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

9951 6-10-81 CON 21-10-1

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINI[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9326(6)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 10068
2A. COUNTY NAME: Multnomah
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/10/81
8. FEDERAL ROUTE NUMBER: FAU 9326
9. STATE ROUTE NUMBER: Primary 59
10. GENERAL LOCATION: Hollywood District Transportation Project
11. GENERAL DESCRIPTION OF WORK: Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 I approve the revised Preliminary Engineering Costs to a TEC of $189,412 Federal Funds $161,000.

(Decrease TEC $33,580 Federal Funds $28,550)

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO
Mothersead
FOR
Info | Invest | R/D | D/R | Sign | Act | File

orig to 6/18

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/10/81	D. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-10-1,

May 14, 1981

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7417

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the Hollywood District Transportation Improvements.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9951

CON 21-1

2-6-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9326(6)

STATE PROJECT NO.: See below

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10068

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/6/81	FAU 9326	Primary 59

GENERAL LOCATION:

Hollywood District Transportation Project

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $223,000 - F.F. $189,550
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA Dated 11/24/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/81	E. K. Hansen	for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-488

9951 11-24-80 CON 21-10-1

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
US 30 (Bus.), NE 37th to NE 47th (Portland) "Hollywood Dist. Transportation Proj."	823	10068	IX-9326(6)	9326	59

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None ROW No

Water Development None Recreation & Historical Areas None

Multnomah 051 (Mt. Hood Transfer Funds)

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 2 Cl. Ho. ..... Exempt X ~~XXXX~~ Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated April 7, 1980

Major/Significant ___(EIS) Major/Non-significant ___(Neg.) Non-major ___(None)
1-EIS ___ 2-Draft Assessment & FONSI ___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 3 .

(2) Included in MSD FY '81 TIP/AE Pg. 42, No. 13.

(3) This is a TOPICS Project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___All Phases thru Final Envir. Document
___Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulations & Statutes.

Est. Proj. Cost:

TEC NTE	$ 223,000
FF	$ 189,550
STATE	$
City	$ 33,450

For PR-37:

Field Phase	$ ---
PS&E Phase	$ ---
PRO RATA	85%

REMARKS:
1) Attached is a copy of "Authority for Survey" and project map.
2) Request based on November 21, letter to you from Mr. Klaboe, Director of Dept. of Transportation.

CL:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-24-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

CON 21-10-1

November 21, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Hollywood District Transportation Project
US 30 (Business) Sandy Boulevard
Multnomah County

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:dn

7751

Mult

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 1, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St NE
Salem, OR 97310

RE: Project Category Request
Hollywood District Transportation Project
NE 37th Avenue to NE 47th Avenue
U.S. 30 (Business) Sandy Boulevard
Multnomah County
IX-9326 (-)

Dear Mr. Green:

Attached is an environmental project category request for the subject project. It is our opinion that the project is appropriately classified as Category 3, Categorical Exclusion, according to the new Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachments

1 Versteeg ✓
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
Trout copy
3 Wakerlig

RECEIVED
APR 1 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form 734-3122

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX-9326(-)

A. Project Identification:

Section Hollywood District Transportation Project — NE 37th Ave. to NE 47th Ave.
Highway U.S. 30 (Business) Sandy Boulevard
County Multnomah
Region Metro
(Attach Sketch Map)

Date March 10, 1980
City Portland Hwy. No.
Begin M.P. Length
Program Estimate PE $235,000
Funding Source e(4)

B. Purpose, Need, and Description of Project (Describe Alternatives): The project would implement that portion of the Hollywood District traffic/pedestrian circulation plan (figures 2 and 3) which involves streets north of Halsey Street. The plan is designed to reduce existing congestion, improve access, improve pedestrian and vehicular safety, and reduce through traffic in residential areas. Elements of the project include traffic rerouting, elimination of left turns on the project section of Sandy Boulevard, synchronization of traffic signals, closure of Hancock between 42nd and 43rd Avenues, and improved pedestrian facilities. The portion of the plan which involves Halsey Street and the connections to the south would be implemented separately, but in a coordinated fashion, as part of the Banfield Transitway Project.

C. Recommended Project Category and Documentation:

Project Category	Documentation
___ 1	Draft and Final EIS
___ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- [ ] Wetlands Finding
- [x] Cultural Resource Survey
- [ ] Section 106 Procedures
- [x] Noise Study Report
- [x] Indirect Source Construction Permit
- [ ] Section 4(f) Determination

Basis for Recommended Category:

The project has had extensive public involvement through the formation of the proposed plan and therefore, is locally supported. Additionally, the project serves to preserve or enhance the vitality of existing businesses and residences. For these reasons, it is recommended that the project be advanced as a Categorical Exclusion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-4	2-4
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)		
Average Daily Traffic (Volume/Year)	Sandy Blvd. 1979; 23,500	1990; 24,200
	Halsey St. 1979; 9,600	1990; 20,000

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts: No right-of-way required.

Acres	_____
Estimated Number of Parcels	_____
Residential Relocation (No.)	_____
Business Relocation (No.)	_____

2. Estimated Impact on Land Use:

The residential and commercial patterns of the neighborhood are firmly established. The project is designed to preserve and support these patterns and thereby offset potential land use changes caused by a threatened breakdown of vehicular and pedestrian traffic.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The traffic patterns, flow, and safety would all be upgraded by the project. Traffic volumes may increase in the commercial part of the District as it becomes more accessible and safer to traverse and therefore attractive to shoppers.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

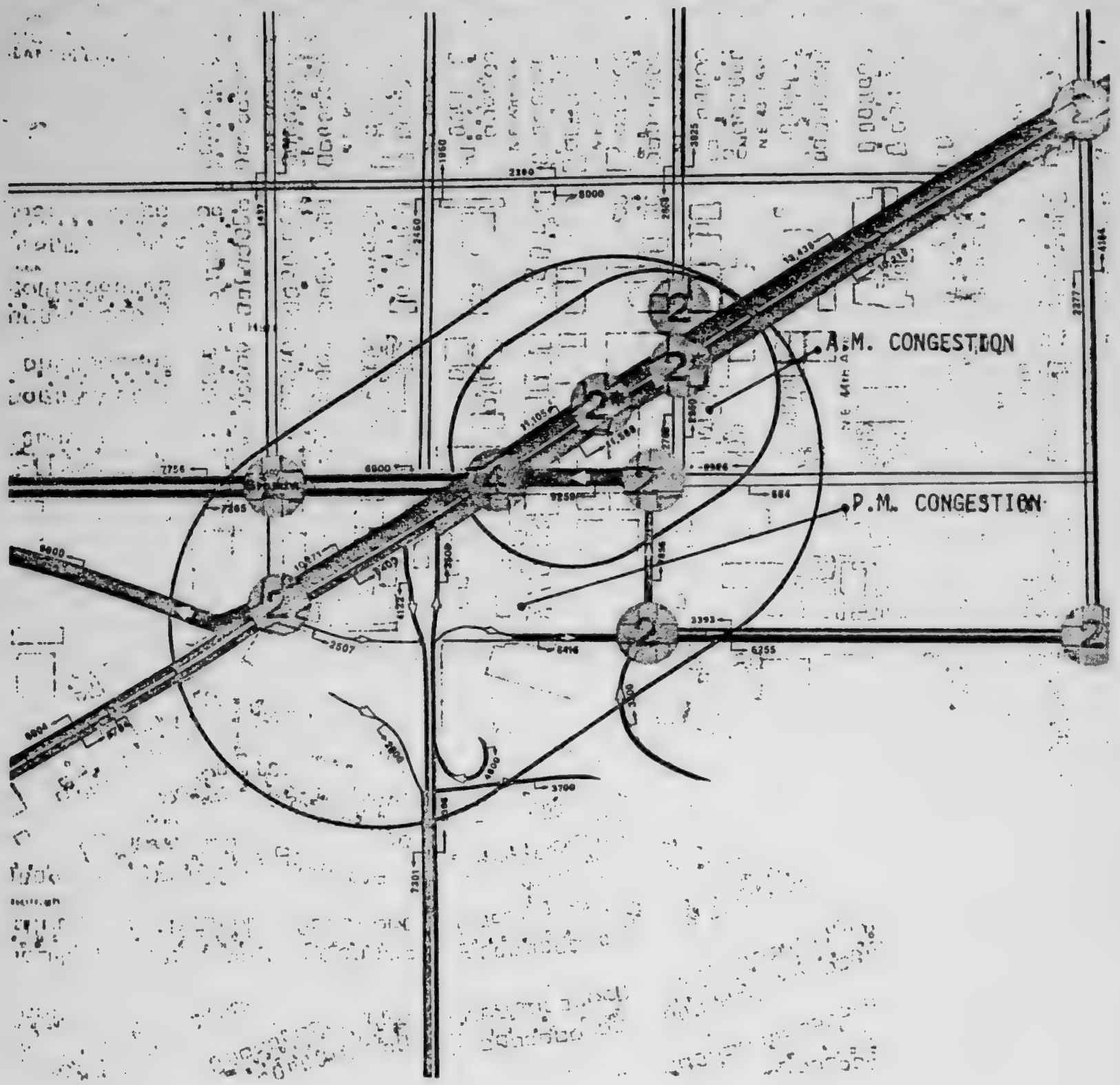
No adverse impacts anticipated.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

NORTHWOOD DISTRICT



AVERAGE WEEKDAY TRAFFIC···VEHICLES

- 0 - 1000
- 1000-3000
- 3000-6000
- 6000-9000
- 9000-13,500

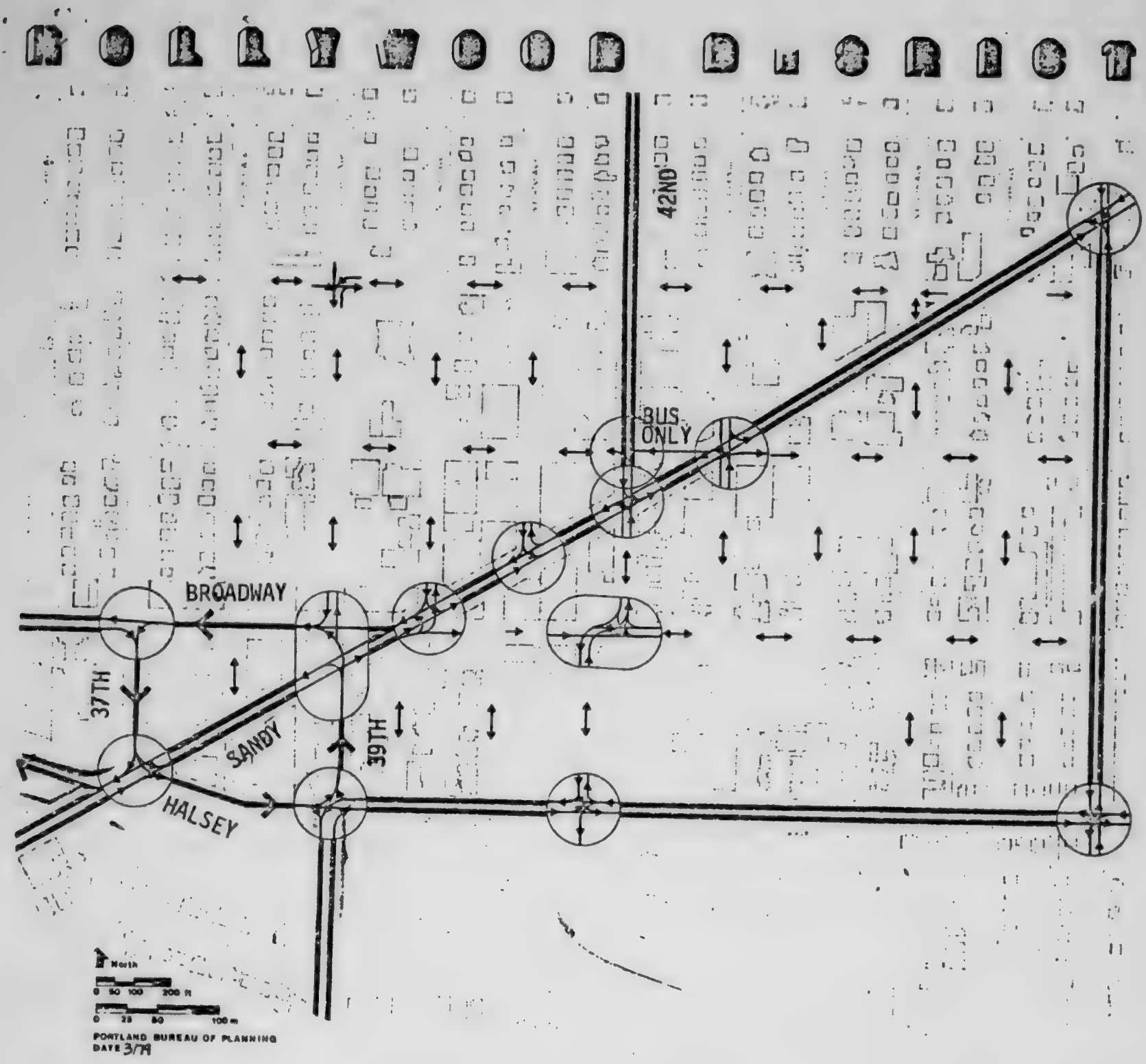
(2) NUMBER OF SIGNAL PHASES

* PLUS LEFT TURN SIGNAL

FIGURE 1

Existing Traffic Conditions

map 7



Signal

Through Traffic

Note : Right turns not shown are permitted

FIGURE 2

Plan D
Traffic Circulation Plan

map 1

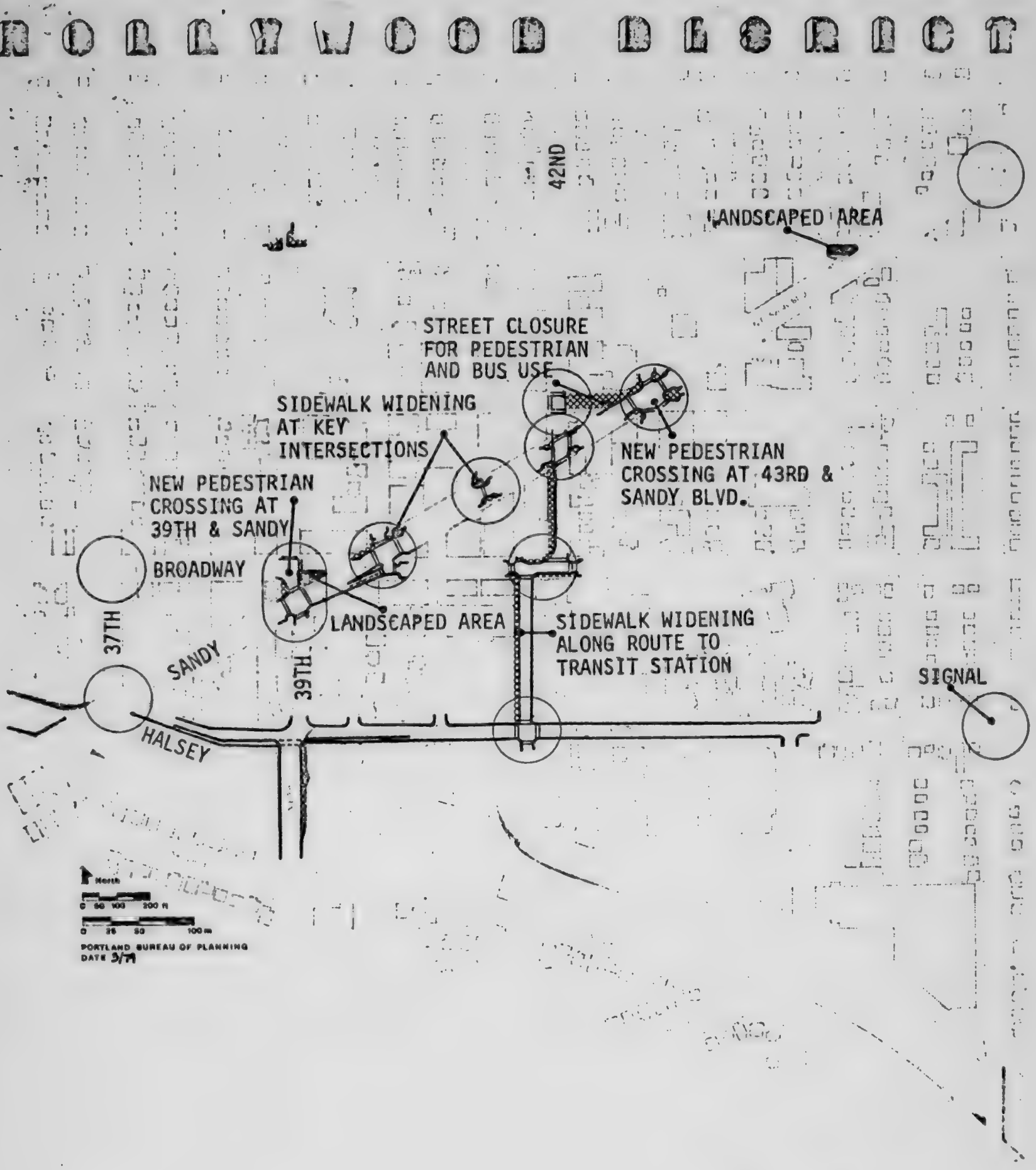


FIGURE 3

Plan D
Pedestrian Facilities Plan

map 2

CON 21-10-1

January 5, 1977

City of Portland
1220 S.W. Fifth Ave.
Portland, OR 97204

Attention: Geo. Yerkovich
Auditor

MISC. CONTRACTS and AGREEMENTS No. 5415

Gentlemen:

Attached for your files are two fully executed copies of an agreement covering the Hollywood District Transportation Study.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

9951

21-10-1

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-9326(1)
STATE PROJECT NO.
Hollywood District

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-91

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Att | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-28-76	FAU 9326	City Street

GENERAL LOCATION:
City of Portland (Hollywood District)

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
(see below for limitations)

PRELIMINARY ENGINEERING XXXXXXXXXX

☒ XXXXXXXXXXXX
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program Approval
(TEC $15,000 - FF $12,800)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 9-10-76 memorandum, I approve the subject project for inclusion in the Federal-aid program and concur that it is a non-major action as set forth in FHPM 7-7-2 Para. 10e.

Also, as requested, you are authorized to proceed with preliminary engineering necessary to develop alternative solutions to traffic congestion and circulation problems including a preliminary design report and a project environmental assessment at a total estimated cost of $15,000 - Federal funds $12,800.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-76		Division Administrator

FORM PR-1240 (Rev. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-806

CIN 21-10-1

21-1-2(1)

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the September 28 meeting will be ten requests for approval of Urban System projects.

Nine of the project requests were received from the City of Portland and one from Washington County. The projects are described as follows:

The Hollywood District Transportation Study, estimated to cost $15,000, to develop a solution to traffic congestion and related air, noise and safety problems.

The Macadam Avenue Corridor Study, estimated to cost $15,000, to produce a listing of projects that can be funded, designed and constructed to provide a significant transportation improvement in that portion of the corridor lying between the Ross Island and Sellwood Bridges.

A project to expand the computer controlled traffic signal system to include 21 intersections in the Central Business District at an estimated cost of $37,500.

A project on Macadam Avenue, estimated to cost $400,000, for the installation of four traffic signals and roadway widening to provide left-turn refuges and pedestrian crossings at Boundary, Pendleton, Nebraska and Virginia Streets.

An estimated $20,000 project to install traffic signals at the intersection of N.E. Broadway and 9th Avenue.

A signal improvement project, estimated to cost $49,500, to replace the existing three-dial operation with fully actuated operation at the intersections of W. Burnside at 23rd Avenue and S.W. 1st Avenue at Arthur Street.

An estimated $42,350 project to interconnect 43 signalized intersections with existing systems at various locations throughout the city.

A traffic signal replacement project, estimated to cost $409,500, to replace all signal equipment at ten intersections on S.W. 4th Avenue.

A project on Barbur Boulevard at 3rd and Miles, estimated to cost $48,000, consisting of complete replacement of existing semi-actuated signals with new equipment including fully actuated control equipment.

Washington County has requested a project, estimated to cost $136,000, to replace an existing 12-ton limit bridge with a modern concrete structure on S.W. 65th Avenue in Tualatin.

Federal Urban System funds for these ten projects is estimated at $1,008,650 with the State providing approximately $82,100 in match funds and an equal amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Urban System Project

Hollywood District Transportation Study
Development Program
$15,000

This project will develop a solution to traffic congestion and related air, noise and safety problems on N. E. Sandy Boulevard, 39th Avenue, Broadway, and 42nd Avenue within the Hollywood Business District. The end product of this study will be a cohesive program of fundable projects ready to design and to construct.

The City of Portland will conduct the study.

76-1
9/14/76

HOLLYWOOD DISTRICT

EXISTING THROUGH TRAFFIC MOVEMENTS

0' 500' 1000'

LEGEND

HOLLYWOOD BUSINESS DISTRICT

PROJECT BOUNDARY

Map 1

~~PRO-6-2~~

September 15, 1976

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. W. ...

FROM: L. W. Rullen
Program Management Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System projects.

Item No.	Project No.	Section Name & PNRS No.
91	M-9326(1)	Hollywood District Transportation Study
92	M-9565(1)	S.W. Macadam Avenue Corridor Study #7607-2-1160

JLG:dpy

Enc.

cc: G. L. Green (FHWA)
D. E. Swan

- 111 -

September 10, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project Nos. M-9326(1) and M-9565(1)
Multnomah County

We are submitting program data for the following two projects:

Item No.	Project Number	Project
91	M-9326(1)	Hollywood District Transportation Study
92	M-9565(1)	S.W. Macadam Avenue Corridor Study

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request for each project the following:

(1) Approval of the program for inclusion in the Federal-aid Urban System Highway Program.

(2) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering necessary to accomplish the study at an estimated total cost of $15,000 with obligation of $12,800 in Federal funds.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

JLG:md

Encl.

cc: R. N. Bothman (Metro)
E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 10, 1976

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–66		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	REGION	STATE NAME				
	1	Hollywood District (Portland)			N/A	N/A	96	10	Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23			
	Preliminary Engineering									M-	9326		
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME					
	Urban System							Multnomah					
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL-AID	STATE (32)			
	Portland							M	9326*	City Sts.			

CARD 5	LINE NO. (1)–(5)	CHANGE CODE (11)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43)–(46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		Hollywood District bounded by Banfield Fwy., N.E. 47th, N.E. Tillamook & N.E. 37th	0.53	15,000	12,800	1,100	1,100 (C
5					ROW							
5					CONST (CODE)		"Hollywood District Transportation Study"					
								0.53	15,000	12,800	1,100	1,100 (C

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES		(16)–(23) (24)–(33) REMARKS

*Old FAP 1

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 10, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Hollywood District (Portland)	ADT	N/A	N/A	96	10	Oregon	41	W36	91

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering								M-	9326	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Multnomah	051	1 OR X 2
Portland	ROUTE NO. M 9326*	FEDERAL-AID STATE City Sts.	U.S. --

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Hollywood District bounded by Banfield Fwy., N.E. 47th, N.E. Tillamook & N.E. 37th	0.53	15,000	12,800	1,100	1,100 (City)	
ROW								
CONST (CODE)		"Hollywood District Transportation Study"						
		PROJECT TOTALS	0.53	15,000	12,800	1,100	1,100 (City)	

ED BY JLG

APPROVAL DATES

REMARKS

*Old FAP 1

-Over-

HOLLYWOOD DISTRICT TRANSPORTATION STUDY

PROJECT NO. M-9326(1)

Project Data: A study to identify and analyze transportation problems by conducting and co-ordinating activities which will bring a significant transportation improvement into being. This program will consider projects throughout the corridor, not just on the major street. Upon project identification, formal assessments will be developed and the project or projects programed.

IM 50-1-70 Requirements:

(a) State Clearinghouse--A-95 review letter of approval dated September 9, 1976.

(b) District 2 Clearinghouse--Included in the FY 77 TIP element. Therefore, A-95 review considered satisfied.

FHPM 7-7-2 Requirements: Assessment not required for study.

Note: This project is in Congressional District No. 3.

1985 Main St.-Uglow St.(Dallas) 9952
Sec, Dallas-Rickreall Hwy.
(gr, pav, traffic sig.)

C+A 8028 3-8-84

C+A 8104 7-20-84

9952

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 3.25D
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-22-88

Form Approved; O M B No. 04-R2089
State: OREGON
County: Polk
Project Number: F-66(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 5, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~412,627~~	$ ~~419,718~~
Federal funds	$ ~~363,783~~	$ ~~369,981~~
Other revisions		

This modification is made for the following reasons: TO INCLUDE INCREASE IN CONSTRUCTION AND CONSTRUCTION ENGINEERING COSTS.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22ND day of MAR, 19 '88.

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Agency)

By ~~XXX~~ _____

~~for~~ ~~Manager, Program Section~~
(Title)

By ~~XX~~ ~~For: Donald E. Forbes, P.E.~~

~~State Highway Engineer~~
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 16, 1988

Federal Aid Project No. F-66(4)

Main Street-Uglow Street (Dallas) Section
Dallas-Rickreall Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "M" 24+00 through Equal "M" 27+58.14 = 12+62.76 to Sta. 26+00)

Item	Unit	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Class C Asphalt Concrete	Ton	$30.25	2,298	$ 69,514.50	2,301.20	$ 69,611.30
6-Inch Storm Sewer Pipe	Lin.Ft.	7.00	126	882.00	166.00	1,162.00
Concrete Curbs	Lin.Ft.	3.67	4,150	15,230.50	4,211.48	15,456.13
Excess Flaggers Hours (FA #1)	L.S.	2,140.00	---	---	100%	2,140.00
Install City Std. Catch Basin (SFO #5)	L.S.	1,650.00	---	---	100%	1,650.00
Install Additional Permanent Signs (SFO #6)	L.S.	900.00	---	---	100%	900.00
				$ 85,627.00		$ 90,919.43

Total Increase	$ 5,292.43
Subtotal from previous estimate of October 17, 1985	296,516.15
Subtotal	$ 301,808.58
Engineering	45,270.42
Total	$ 347,079.00

Type Code Y031
Traffic Signal (1 Location)

Subtotal or on estaimte of October 17, 1985	$ 63,165.00
Subtotal	$ 63,165.00
Engineering	9,474.00
Total	$ 72,639.00

Length of Project ..... 0.32 miles

Cost of roadway per mile $1,084,621.87

NONPARTICIPATING (STATE WORK) GROUP 1N

Single Mailbox Supports	Each	11	86.25	$ 948.75
Multiple Mailbox Supports	Each	7	172.50	1,207.50
Mailbox Concrete Collars	Each	7	34.50	241.50
				$ 2,397.75
				$ 2,397.75
			Engineering	323.25
			Total	$ 2,721.00

NONPARTICIPATING (CITY WORK) GROUP 2N

Mobilization	Lump Sum	All	Lump Sum	$ 2,116.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	87.50
Temporary Signs	Sq.Ft.	15	9.00	135.00
Temporary Plastic Safety Markers	Each	1	46.00	46.00
Flaggers	Hour	30	10.00	300.00
Clearing and Grubbing	Lump Sum	4%		937.80
General Excavation	Cu.Yd.	130	6.00	780.00
Finishing Roadbed and Slopes	Lump Sum	6%		69.00
Furnishing and Placing Topsoil	Cu.Yd.	5	13.80	69.00
Treated Base	Ton	180	18.15	3,267.00
Aggregate Base	Ton	5	9.20	46.00
Class "C" Asphalt Concrete	Ton	70	30.25	2,117.50
Concrete Walks	Sq.Yd.	1,535	11.80	18,113.00
Concrete Driveways	Sq.Yd.	35	16.00	560.00
Concrete Curbs	Lin.Ft.	150	3.67	550.50
Adjusting Manholes	Each	2	370.00	740.00
			Subtotal	$ 29,934.30
			Engineering	3,155.70
			Total	$ 33,090.00

88.15
SUMMARY OF FUNDS (~~80.15%~~)

Description	Sub Job	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Roadway	011	010	$ 347,079	$ 305,950	$ 41,129	$ ---
Signal	011	010	72,639	64,031	8,246	362
Subtotal			$ 419,718	$ 369,981	$ 49,375	$ 362
State Nonparticipating Work			$ 2,721	$ ---	$ 2,721	$ ---
City Nonparticipating Work			33,090	---	---	33,090
Total			$ 455,529	$ 369,981	$ 52,096	$ 33,452

Appn Code 010
Group 1: 90%; Group 2: 7%; Group 8: 3%
Contract No. 9952
Prefix: 127-1975 P.E.
Prefix: C09952

DDB:jc

9150

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 10-170
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-23-85

Form Approved; O M B No. 04-R2089

State: Oregon

County: Polk

Project Number: F-66(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 5 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 379,507.00	$ 412,627.00
Federal funds	$ 334,535.00	$ 363,783.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of OCT ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 17, 1985

FEDERAL AID PROJECT NO. F-66(4)

Main Street-Uglow Street (Dallas) Section
Dallas-Rickreall Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. "M" 24+00 thru Equa. "M" 27+58.14 = 12+62.76 to Sta. 26+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 6.00	1,420	$ 8,520.00	1,665	$ 9,990.00
Furnishing and Placing Topsoil	13.80	70	966.00	109	1,504.20
Treated Base	18.15	2,920	52,998.00	3,415	61,982.25
Class "C" Asphalt Concrete	30.25	2,130	64,432.50	2,298	69,514.50
8-inch Storm Sewer Pipe	10.00	136	1,360.00	280	2,800.00
Concrete Inlets Type G-2	500.00	1	500.00	4	2,000.00
Temp & Perm Striping (S.F.O. #1)					3,300.00
Thermoplastic Pave Marking (S.F.O. #4)					3,000.00
			$128,776.50		$154,090.95

Increase	$ 25,314.45
Subtotal from Estimate of February 26, 1985	271,201.70
Subtotal	$296,516.15
Engineering	44,477.85
Total	$340,994.00

TYPE CODE Y031
Traffic Signals (1 location)

Total as on Estimate of February 26, 1985 $ 71,693.00

Length of Project ---------- 0.321 mile
Cost of Roadway Per Mile ------ $1,062,286.60

SUMMARY OF FUNDS (88.15%)

Description	Group	Total Cost	Federal Funds	State Funds	City Funds
Roadway	1P	$340,994.00	$300,586.00	$40,408.00	$ --
Signal	1P	71,693.00	63,197.00	8,262.00	234.00
TOTAL		$412,627.00	$363,783.00	$48,670.00	$ 234.00

Appn Code 010
Group 1: 90%; Group 2: 7%, Group 8: 3%
Contract No. 9952
Prefix: 127-1975 P.E.
Prefix: C09952

NONPARTICIPATING (STATE WORK) GROUP 1N

Single Mailbox Supports	Each	11	86.25	$ 948.75
Multiple Mailbox Supports	Each	7	172.50	1,207.50
Mailbox Concrete Collars	Each	7	34.50	241.50
				$2,397.75
			Engineering	323.25
			Total	$2,721.00

NONPARTICIPATING (CITY WORK) GROUP 2N

Mobilization	Lump Sum	All	Lump Sum	$2,116.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	87.50
Temporary Signs	Sq. Ft.	15	9.00	135.00
Temporary Plastic Safety Markers	Each	1	46.00	46.00
Flaggers	Hour	30	10.00	300.00
Clearing and Grubbing	Lump Sum	4%		937.80
General Excavation	Cu. Yd.	130	6.00	780.00
Finishing Roadbed and Slopes	Lump Sum	6%		69.00
Furnishing and Placing Topsoil	Cu. Yd.	5	13.80	69.00
Treated Base	Ton	180	18.15	3,267.00
Aggregate Base	Ton	5	9.20	46.00
Class "C" Asphalt Concrete	Ton	70	30.25	2,117.50
Concrete Walks	Sq. Yd.	1,535	11.80	18,113.00
Concrete Driveways	Sq. Yd.	35	16.00	560.00
Concrete Curbs	Lin. Ft.	150	3.67	550.50
Adjusting Manholes	Each	2	370.00	740.00
			Subtotal	$ 29,154.30
			Engineering	3,935.70
			Total	$ 33,090.00

RLC:me

TRA 7-8

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 26, 1985

FEDERAL AID PROJECT NO. F-66(4)

MAIN STREET-UGLOW STREET (DALLAS) SECTION
DALLAS-RICKREALL HIGHWAY
POLK COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. "M" 24+00 thru Equa "M" 27+58.14 = 12+62.76 to Sta. 26+00)

Mobilization	Lump Sum	92%	Lump Sum	$ 24,334.00
Temporary Protection and Direction of Traffic	Lump Sum	95%	Lump Sum	1,662.50
Temporary Signs	Sq. Ft.	253	9.00	2,277.00
Temporary Barricades	Each	4	90.00	360.00
Temporary Plastic Safety Markers	Each	19	46.00	874.00
Flaggers	Hour	570	10.00	5,700.00
Clearing and Grubbing	Lump Sum	96%		22,507.20
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	3,000.00
General Excavation	Cu. Yd.	1,420	6.00	8,520.00
Trench Excavation	Cu. Yd.	750	5.40	4,050.00
Finishing Roadbed and Slopes	Lump Sum	94%		1,081.00
Finishing and Placing Topsoil	Cu. Yd.	70	13.80	966.00
Treated Base	Ton	2,920	18.15	52,998.00
Aggregate Base	Ton	460	9.20	4,232.00
Class "C" Asphalt Concrete	Ton	2,130	30.25	64,432.50
Retaining Wall	Lump Sum	All	Lump Sum	2,100.00
6-inch Storm Sewer Pipe	Lin. Ft.	126	7.00	882.00
8-inch Storm Sewer Pipe	Lin. Ft.	136	10.00	1,360.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,100	12.00	13,200.00
15-inch Storm Sewer Pipe	Lin. Ft.	660	17.00	11,220.00
Extra for Pipe Under Pavement	Lin. Ft.	462	15.00	6,930.00
Concrete Manholes	Each	6	2,000.00	12,000.00
Concrete Inlets, Type G-2	Each	1	500.00	500.00
Concrete Inlets, Type CG-2	Each	21	520.00	10,920.00
Concrete Driveways	Sq. Yd.	595	16.00	9,520.00
Concrete Curbs	Lin. Ft.	4,150	3.67	15,230.50
Extra for Asphalt Approaches	Each	2	500.00	1,000.00
Extra for Asphalt Slope Paving	Sq. Yd.	400	15.00	6,000.00
Adjusting Manholes	Each	2	370.00	740.00
Adjusting Inlets	Each	1	210.00	210.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	460.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,365.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	450.00
Type "C" & "D" Signs in Place	Sq. Ft.	98	8.75	857.50
Type "EE" Signs in Place	Sq. Ft.	6	11.50	69.00
Type "I" Signs in Place	Sq. Ft.	32	10.50	336.00
Type "T" Signs in Place	Sq. Ft.	12	9.00	108.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	600.00
				$264,401.70

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,500.00
Temporary Pavement Striping	All Required	800.00
Roadside Seeding & Mulching	All Required	500.00
Thermoplastic Pavement Markings	All Required	3,000.00
		$ 6,800.00
	SUBTOTAL	$271,201.70
	Engineering	36,612.30
	TOTAL	$307,814.00

TYPE CODE Y031

TRAFFIC SIGNALS (1 LOCATION)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 46,670.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	6,116.00
Model 700 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,604.00
				$ 60,390.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 700.00
Signal Controller Testing & Turn-On	All Required	2,075.00
		$ 2,775.00
	SUBTOTAL	$ 63,165.00
	Engineering	8,528.00
	TOTAL	$ 71,693.00

Length of Project ---------- 0.321 mile

Cost of Roadway Per Mile ---------- $958,922.12

SUMMARY OF FUNDS 88.15%)

DESCRIPTION	GRP	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	1P	$307,814.00	$271,338.00	$36,476.00	$ --
Signal	1P	71,693.00	63,197.00	8,262.00	234.00
SUBTOTAL		$379,507.00	$334,535.00	$44,738.00	$ 234.00
State Work	1N	2,721.00	--	2,721.00	--
City Work	2N	33,090.00	--	--	33,090.00
TOTAL		$415,318.00	$334,535.00	$47,459.00	$33,324.00

Group 1: 90%; Group 2: 7%; Group 8: 3%
Contract No.
Prefix: 127-1975 P.E.
Prefix: 127-1014

NONPARTICIPATING (STATE WORK) GROUP 1N

Single Mailbox Supports	Each	11	86.25	$ 948.75
Multiple Mailbox Supports	Each	7	172.50	1,207.50
Mailbox Concrete Collars	Each	7	34.50	241.50
				$ 2,397.75
			Engineering	323.25
			TOTAL	$ 2,721.00

NONPARTICIPATING (CITY WORK) GROUP 2N

Mobilization	Lump Sum	8%		$ 2,116.00
Temporary Protection and Direction of Traffic	Lump Sum	5%		87.50
Temporary Signs	Sq. Ft.	15	9.00	135.00
Temporary Plastic Safety Markers	Each	1	46.00	46.00
Flaggers	Hour	30	10.00	300.00
Clearing and Grubbing	Lump Sum	4%		937.80
General Excavation	Cu. Yd.	130	6.00	780.00
Finishing Roadbed and Slopes	Lump Sum	6%		69.00
Furnishing and Placing Topsoil	Cu. Yd.	5	13.80	69.00
Treated Base	Ton	180	18.15	3,267.00

Aggregate Base	Ton	5	9.20	46.00
Class "C" Asphalt Concrete	Ton	70	30.25	2,117.50
Concrete Walks	Sq. Yd.	1,535	11.80	18,113.00
Concrete Driveways	Sq. Yd.	35	16.00	560.00
Concrete Curbs	Lin. Ft.	150	3.67	550.50
Adjusting Manholes	Each	2	370.00	740.00
			SUBTOTAL	$ 29,154.30
			Engineering	3,935.70
			TOTAL	$ 33,090.00

DDB:me

9952

STATE COPY

TO BE COMPLETED BY FHWA		STATE
3-21	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Polk
		PROJECT NO. F-66(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Main Street - Uglow Street (Dallas) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.321
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 415,318.00	$ 334,535.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By _____ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 3/5/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 26, 1985

FEDERAL AID PROJECT NO. F-66(4)

MAIN STREET-UGLOW STREET (DALLAS) SECTION
DALLAS-RICKREALL HIGHWAY
POLK COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. "M" 24+00 thru Equa "M" 27+58.14 = 12+62.76 to Sta. 26+00)

Mobilization	Lump Sum	92%	Lump Sum	$ 24,334.00
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Temporary Signs	Sq. Ft.	253	9.00	2,277.00
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Flaggers	Hour	570	10.00	5,700.00
Clearing and Grubbing	Lump Sum	96%		22,507.20
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Extra for Pipe Under Pavement	Lin. Ft.	462	15.00	6,930.00
Concrete Manholes	Each	6	2,000.00	12,000.00
Concrete Inlets, Type G-2	Each	1	500.00	500.00
Concrete Inlets, Type CG-2	Each	21	520.00	10,920.00
Concrete Driveways	Sq. Yd.	595	16.00	9,520.00
Concrete Curbs	Lin. Ft.	4,150	3.67	15,230.50
Extra for Asphalt Approaches	Each	2	500.00	1,000.00
Extra for Asphalt Slope Paving	Sq. Yd.	400	15.00	6,000.00
Adjusting Manholes	Each	2	370.00	740.00
Adjusting Inlets	Each	1	210.00	210.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	460.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,365.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	450.00
Type "C" & "D" Signs in Place	Sq. Ft.	98	8.75	857.50
Type "EE" Signs in Place	Sq. Ft.	6	11.50	69.00
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Type "T" Signs in Place	Sq. Ft.	12	9.00	108.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	600.00
				$264,401.70

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,500.00
Temporary Pavement Striping	All Required	800.00
Roadside Seeding & Mulching	All Required	500.00
Thermoplastic Pavement Markings	All Required	3,000.00
		$ 6,800.00
	SUBTOTAL	$271,201.70
	Engineering	36,612.30
	TOTAL	$307,814.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

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Model 700 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,604.00
				$ 60,390.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 700.00
Signal Controller Testing & Turn-On	All Required	2,075.00
		$ 2,775.00
	SUBTOTAL	$ 63,165.00
	Engineering	8,528.00
	TOTAL	$ 71,693.00

Length of Project ---------- 0.321 mile

Cost of Roadway Per Mile ---------- $958,922.12

SUMMARY OF FUNDS 88.15%)

DESCRIPTION	GRP	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
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Signal	1P	71,693.00	63,197.00	8,262.00	234.00
SUBTOTAL		$379,507.00	$334,535.00	$44,738.00	$ 234.00
State Work	1N	2,721.00	--	2,721.00	--
City Work	2N	33,090.00	--	--	33,090.00
TOTAL		$415,318.00	$334,535.00	$47,459.00	$33,324.00

Group 1: 90%; Group 2: 7%; Group 8: 3%
Contract No.
Prefix: 127-1975 P.E.
Prefix: 127-1014

NONPARTICIPATING (STATE WORK) GROUP 1N

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				$ 2,397.75
			Engineering	323.25
			TOTAL	$ 2,721.00

NONPARTICIPATING (CITY WORK) GROUP 2N

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Temporary Plastic Safety Markers	Each	1	46.00	46.00
Flaggers	Hour	30	10.00	300.00
Clearing and Grubbing	Lump Sum	4%		937.80
General Excavation	Cu. Yd.	130	6.00	780.00
Finishing Roadbed and Slopes	Lump Sum	6%		69.00
Furnishing and Placing Topsoil	Cu. Yd.	5	13.80	69.00
Treated Base	Ton	180	18.15	3,267.00

Aggregate Base	Ton	5	9.20	46.00
Class "C" Asphalt Concrete	Ton	70	30.25	2,117.50
Concrete Walks	Sq. Yd.	1,535	11.80	18,113.00
Concrete Driveways	Sq. Yd.	35	16.00	560.00
Concrete Curbs	Lin. Ft.	150	3.67	550.50
Adjusting Manholes	Each	2	370.00	740.00
			SUBTOTAL	$ 29,154.30
			Engineering	3,935.70
			TOTAL	$ 33,090.00

DDB:me

9-52

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
AUG 31 '87
REFER TO
Fred Dickeson
FOR

Info | Invest | R/D | D/R | Sign | Act | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Polk	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/28/87	Sam Love, Highway Engineer Trainee	F-66(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/3/85	2/5/87	123/90 + 137 %	90 Calendar Days

LOCATION

From M. P. 0.0 at and including the intersection of Dallas-Rickreall Highway and Main St. easterly on signed route 223 to M.P. 0.32 in Polk county.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAIN ST. - UGLOW ST. (DALLAS)
DALLAS RICKREALL HIGHWAY
Grading, Paving, Signing & Traffic Signals

The project provided for widening an existing two-lane facility to a three-lane section with curbs and sidewalks. A major intersection was also reconstructed and signalized.

The final cost of the original contract bid items was $397,644.22 or a 3 percent overrun of the contract bid amount of $385,773.75. The final cost of the project including changes and engineering was $448,959.22.

The contract provided 90 calendar days to complete the work. The contractor used 123 days. Liquidated damages in the amount of $4,950.00 have been assessed the contractor in accordance with the specification.

All signing, striping and participating work is complete.

A final inspection of the completed work was made September 12, 1985.

- SAL -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Sam A. Love		SIGNATURE: [signature]	
TITLE: Highway Engineer Trainee	DATE: 8/28/87	TITLE: District Engineer A	DATE: 8/28/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-66(1)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10070

2A. COUNTY NAME
Polk

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
April 22, 1986

8. FEDERAL ROUTE NUMBER
FAP 66

9. STATE ROUTE NUMBER
189

10. GENERAL LOCATION:
Kings Valley Highway - ECL (Dallas) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/10/86 we approve the revised Preliminary Engineering costs to a TEC of $183,406; Federal Funds $161,672.

(Increase TEC $37,356; Federal Funds $32,931)

RECEIVED
STATE HWY ENGR
MAY 12 '87
REFER TO
Potter
FOR
Info | Invest | R/D | D R | Sign | Act | File

14. DATE 5/8/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9952

March 25, 1987

CON 5 - #9952

Industrial Indemnity Company
Bond Department
421 SW Sixth Avenue
Portland, OR 97204

On February 18, 1987, we wrote to you concerning release of final payment on Contract No. 9952 awarded to Fabricators, Incorporated for work on the Main Street-Uglow Street (Dallas) Section of the Dallas-Rickreall Highway in Polk County.

Final payment on this contract is $5,000 and the total contract amount is $394,165.41, including $2,097.98 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9952

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9952

TO: Commission Services

DATE: February 5, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9952 ,	On Site Work Substantially Completed	September 3, 1985
All Work Completed	April 1, 1986		
Project	Main Street-Uglow Street (Dallas)		
Highway	Dallas-Rickreall		
County	Polk		
Type of Work	Grading, Paving and Traffic Signals		
Contractor	Fabricators, Inc.		

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-18-87 - Surety letter written.

RECEIVED
FEB - 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125.1367

9950

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEK ENDING: April 12, 1986

PROJECT NAME (SECTION): Main Street - Uglow Street Dallas

CONTRACT NO: C09952

HIGHWAY: Dallas-Rickreall

COUNTY: Polk

F A PROJECT NO: F-66(4)

CONTRACTOR: Fabricators, Inc.

KIND OF WORK: Grad.Pav.Signing.Signal

DATE OF AWARD: February 25, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 448,720.90

ESTIMATED PROJECT COST $ 448,959.22

ESTIMATED PERCENT OVERRUN/UNDERRUN 0.1 %

ENGINEERING

AUTHORIZATION $ 35,581.43

COST THIS WEEK $ 264.00

TOTAL TO DATE $ 45,534.00

PERCENT OF AUTHORIZATION 127.4 %

FIRST NOTIFICATION DATE: April 30, 1985

ESTIMATED DATE OF COMPLETION OR

SECOND NOTIFICATION DATE AND: September 5, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: January 15, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All		90	123	123	On Time

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING CuYd	BASE Ton	PAVING Ton	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,550	3,565	2,200			
EST. CORRECTED QUANTITIES	1,850.7	3,929.15	2,374.32			
EST. PERFORMED TO DATE	1,850.7	3,929.15	2,374.32			
PERCENT PERFORMED TO DATE	100	100	100	100		

ACTIVITIES THIS WEEK:

No contractor activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final submitted January 15, 1986.
Crew: Finished and re-submitted semi-final.

PROJECT MANAGER (SIGN): Lee Franklin

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

Lee Franklin

7752

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 10, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10070
Project No. F-66(1)
Kings Valley Highway ECL (Dallas) Section
Polk County
C127-1975

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

Due to insufficient departmental staffing, the second unit of this project has been let to a consultant. Activity 901 (Project Engineering Other Offices) has been added as per the consultant agreement, and various other activities have either been eliminated or reduced to that amount only needed for review.

The preliminary engineering costs are $183,406.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
cc: Paul D. Singer
Shirley Williams
Region 2

Form 734-3122

Form 81-734-3040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Kings Vly Hwy. – ECL Dallas C 127-1975

6-85

						701	35,852				
000	1,822					905	20,346				
010	780					906	88				
011	125,305					907	562				
						909	8,810				
Total	127,907					910	97				
						911	382				
						912	12				
	4,978	Since	6-85			913	1,282				
		901				917	284				
		909	0			918	29				
		911				920	721				
		904	1-24-86 4,250			921	3,006				
						922	40				
						923	1,193				
						927	3				
						932	186				
						933	917				
						937	266				
						950	295				
						960	104				
911	(IP)	500				Total	35,929		36,013		

9952

Project Prospectus
Part 4 - Survey Authority

Section KINGS VALLEY HWY - ECL (DALLAS) KEY 00998
Highway DALLAS-RICKREALL Hwy No. 0189 Region 2
County POLK Co. No. 27

Authorization No. 07 PE EA NO C1271975 Date 03MAR86

		ORG UNIT	EST COST	CURRENT AUTH
900	PROJECT	2000	38000	38000
	ENGRING		0	0
	FLD OFF		0	0
901	PROJ	APPL	65806	65806
	ENGRING	CONSL	150	150
902	CITIZNS	N/A	100	100
903	FNL DES	74	0	0
	BRIDGE	74	0	0
	FNDTN		0	0
904	PRELIM	7112	600	600
	DESIGN		0	0
905	FNL DES	7300	19200	19200
906	REDESIG	73	0	0
907	TPDTDES	7331	6400	6400
908	FLD TST	2000	100	100
909	R/W DES	7111	23800	23800
910	R/W MAP	7111	3000	3000
911	SIGN	7600	12000	12000
	AND	76	0	0
	SIGNAL	76	0	0
	DESIGN		0	0
912	RR MAPS	73	0	0
913	RW LIA	7750	2000	2000
964	PREPARE			
	PERMITS	7000	280	280
990	OTH ACT	N/A	0	0

		ORG UNIT	EST COST	CURRENT AUTH
914	UTILITY	7783	200	200
	LIAISON	2041	1500	1500
915	LNDSCPE	7114	250	250
916	PHOTO	7142	0	0
920	PROGRAM	0600	450	450
921	SPECS	7200	5000	5000
923	ENVIR	7500	1400	1400
	STUDIES	75	0	0
		75	0	0
			0	0
925	AIR MON	7510	0	0
927	FREE BR	74	0	0
	DESIGN	74	0	0
929	BR SPEC	7200	0	0
933	BAS DES	7141	1000	1000
934	GEO TEC	7120	200	200
937	HYDRAUL	7143	450	450
949	SYS STD	N/A	0	0
960	PROSPEC	7144	100	100
961	HEARING	7113	0	0
962	RECON		0	0
963	REV SVY	7113	720	720
980	PUBLIC			
	HEARING	N/A	0	0
020	TRAIN	N/A	700	700
050	AUDIT	0500	0	0

TOTALS	183406	183406
PREV AUTH		146050
ADD. AUTH REQ		37356

R/W EA
PE Funding FEDERAL
FA PROJ NUM F-66(4)

Remarks: THIS PROJECT HAS BEEN LET TO A CONSULTANT.

Prepared By S SPECHT	Date 03MAR86	Appr Asst Engr X	Date 0
Region Engineer X	Date X	Approved	Date X
Location Engineer X	Date X	Appr FHWA	Date 22APR87

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00998

SECTION Kings Valley - ECL (Dallas

HIGHWAY Dallas Rickreall NO. 189

COUNTY Polk NO. 27

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 7

PROJECT EA C127-1975

DATE 3-3-86

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	2000	38,000	38,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	65,806	65,806
	N/A	150	150
902 CITIZEN'S INVOLVEMENT	N/A	100	100
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(__)		
	74(__)		
904 PRELIMINARY DESIGN	7112	600	600
905 FINAL DESIGN	73(00)	19,200	19,200
906 REDESIGN	73(__)		
907 T.P.D.T. DESIGN	73(31)	6,400	6,400
908 FIELD TESTING	2042	100	100
909 RIGHT-OF-WAY DESCRIPTION	7111	23,800	23,800
910 RIGHT-OF-WAY MAPS	7111	3,000	3,000
911 SIGN AND SIGNAL DESIGN	76(00)	12,000	12,000
	76(__)		
	76(__)		
912 RAILROAD MAPS	73(__)		
913 RIGHT-OF-WAY LIAISON	7750	2,000	2,000
914 UTILITY LIAISON	7783	200	200
	2041	1,500	1,500
915 LANDSCAPE DESIGN	7114	250	250
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)	450	450
921 SPECIFICATIONS AND ESTIMATES	7200	5,000	5,000
923 ENVIRONMENTAL STUDIES	75(00)	1,400	1,400
	75(__)		
	75(__)		
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(__)		
	74(__)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141	1,000	1,000
934 GEOTECHNICAL INVESTIGATION	7120	200	200
937 HYDRAULIC STUDIES	7143	450	450
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROSPECTUS	7144	100	100
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(__)		
963 REVIEW FIELD SURVEYS	7113	720	720

Continued on Page 2

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to the Program Section along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

ORGANIZATION UNIT, ESTIMATED COST AND CURRENT AUTHORIZATION

(1) Enter applicable unit number in the "Organization Unit" box. (The unit number must be included for proper budgeting.)

(2) Where this (__ __) is shown following the first two digits of the organization unit number, place the numbers of the applicable subordinate unit in the blanks. If subordinate unit numbers are not selected, (0 0) will be used.

(3) Enter estimated costs in the "Estimated Cost" box.

(4) The CURRENT AUTHORIZATION column, TOTALS, SALEM ACTIVITY ESTIMATES, and OTHER (shaded boxes) will be completed by the LOCATION OFFICE.

(5) Additional explanation of Region activities are as follows:

(Unshaded boxes - Region activities only)

900 Region and Project Manager activities
901 All other offices' activities (examples: Local Government, Consultant)
902 Citizens involvement activities
908 Field testing including Region Geologist (except Bridge Foundation)
913 Planning relocation and R/W liaison
980 Conduct public hearings only

(Hatched boxes - These are a combination of Region/Salem activities. Region shall enter the applicable unit number and estimated costs in the unshaded portion of each box.)

903 Region foundation activity
911 Region traffic activity
914 Region utility activity
923 Region environmental activity

KEY ID #, PROJECT EA, etc.

On first authorizations, the KEY ID #, PROJECT EA, RIGHT-OF-WAY EA and the FEDERAL AID PROJECT NUMBER will be completed in the Location Program Office.

On additional authorizations, the KEY ID #, PROJECT EA, RIGHT-OF-WAY EA and FEDERAL AID PROJECT NUMBER shall be completed by Region.

The LOCATION ENGINEER'S REMARKS may be completed by Region and/or Location office.

In all cases, the Survey Authority must show the preparer's name and must be signed by the Region Engineer.

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 00998

SECTION Kings Valley - ECL (Dallas)

REGION 2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	280	280				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A	700	700				
050 AUDIT SERVICES	0500						
			TOTALS			$ 183,406	$ 183,406

RIGHT-OF-WAY EA	PE FUNDING Federal	PREVIOUS AUTHORIZATION	$ 146,050
FEDERAL AID PROJECT NUMBER F - 66 (1)		ADD. AUTH. REQUIRED	$ 37,356

LOCATION ENGINEER'S REMARKS

Due to unsufficient departmental staffing the second unit of this project has been let to a consultnat. Activity 901 (Project Engineering Other Offices) has been added as per the consultant agreement, and various other activities have either been eliminated or reduced to that amount only needed for review.

PREPARED BY Steve Specht	DATE 3-3-86	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (6-85) cont.

HIGHWAY DIVISION - LOCATION UNIT (READ AND CREATE FROM LOCSIN.GE) PRO 6

Don Trout
Project Unit Engineer

DATE 03/03/86

Bob Pool
Location Engineer

Kings Valley - ECL Dallas (Uglow - LaCreole)
Dallas Rickreall Highway
Polk County
Prefix No 0127-1975
Project No F-66 (1)

~~The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:~~

-- OR --

The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:

Due to insufficient departmental staffing the second unit of this project has been let to a consultant. Activity 901 (Project Engineering other offices) has been added as per the consultant agreement, and various other activities have either been eliminated or reduced to that amount only needed for review

The preliminary engineering costs are $ 183,406 .

Attached is an itemization by P.E. activity

RCP:PDS:ge
Attachment

cc _____ w/att
Dick Singer w/att

Authorization # 1

DATE: Feb 28 1986

SECTION: Kings Valley - ECL (Dallas)
HIGHWAY: Dallas Rickreall
COUNTY: Polk
PREFIX: C.127-1975
F.A. NO: F-66 (1)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
900 Project Engineering Field Offices	2000	$ 59,000 00	$ 38,000 00
901 Project Engineering Other Offices	N/A		65,806 00
	N/A	150 00	150 00
902 Citizen Involvement	N/A		
903 Final Design Bridge and Foundation	7400	100 00	100 00
	7420		
904 Preliminary Design	7110	550 00	600 00
905 Final Design	73	19,200 00	19,200 00
906 Redesign	73		
907 T.P.D.T. Design	73	6,400 00	6,400 00
908 Field Testing		2,000 00	100 00
909 R/W Descriptions	7111	23,800 00	23,800 00
910 R/W Maps	7111	3000 00	3,000 00
911 Sign And Signal Design	76	12,000 00	12,000 00
	76		
		4,400 00	000
912 Railroad Maps	7362		
913 R/W Liaison		2,000 00	2,000 00
914 Utility Liaison	7783	100 00	200 00
		1,500 00	1,500 00
915 Landscape Design	7114	250 00	250 00
916 Photogrammetry Services	7142		
917 Inventory Needs			
920 Project Programming	0600	400 00	450 00
921 Specifications And Estimates	7200	3,000 00	5000 00
923 Environmental Studies	75	1,400 00	1,400 00
	75		
		200 00	000
925 Air Monitoring	7510		
927 Free Bridge Design	74		
	74		
929 Free Bridge Specifications	7200		
933 Base Design	7141	4000 00	4,000 00
934 Geotechnical Investigation	7120	4,000 00	200 00
937 Hydraulic Studies	7143	300 00	450 00
949 System Studies	N/A		
960 Process Project Prospectus	7144		100 00
961 Prepare Hearing Study Data	7113		
962 Reconnaissance Surveys	71		
963 Review Field Surveys	7113	720 00	720 00
964 Prepare Permits	7000	280 00	280 00
980 Conduct Public Hearing	N/A		
020 Training	N/A	700 00	700 00
050 Audit Services	0500		
		$ 146,050 00	$ 183,406 00

+ 37,356

* Amounts shown converted from function amounts that were previously given for this project.

jc 9752

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-66(4)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 2-21-86

4. PROGRAM NO.

5. ITEM NO. 10070

2A. COUNTY NAME
Polk

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
September 12, 1985

8. FEDERAL ROUTE NUMBER
Primary 66

9. STATE ROUTE NUMBER
Secondary 189

10. GENERAL LOCATION:
Main Street Uglow Street (Dallas) Section

11. GENERAL DESCRIPTION OF WORK
Install Signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-3-85 as requested in Mr. Fredrickson's letter of 2-12-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $900;
Federal Funds $793.

RECEIVED
STATE HWY ENGR
FEB 25 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 2/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/21/86	D. K Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 30, 1986

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

CON 5

Re: Time Extension Request
Main St.-Uglow St. (Dallas)
Contract No. 9952

Your January 7, 1986, letter expresses your dissatisfaction with the denial of your request for additional contract time on the above project. Your letter contained no factual data to support an extension of contract time.

The prior request was denied because none of the reasons presented were valid reasons for adjustment of contract time, the required notice was not given, and the request was not submitted within the time specified in the contract. Any one of these deficiencies would have resulted in a denial of your request.

Your request remains denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
L. Franklin w/att.

TE/255

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

January 7, 1986

Mr. W.E. Schwartz, P.E.
Assistant State Hwy. Engineer
Transportation Bldg.
Salem, OR 97310

Re: Main St. - Uglow St. (Dallas), OSHD Contract 9952

Gentlemen:

I am in receipt of your January 2, 1986 letter regarding the time extension request for Contract #9952 in Dallas.

I find it hard to accept your decision as to second notice with no variation of the date as specified. It is within your authority to look at each individual case and make the liquidated damages equitable and reimourse the contractor for his loss.

The Transportation Department has no problem in rescinding third notice of completion, in fact we have two projects that third notice has been rescinded four times. Work was completed in November of '83 and we just received a reduction of retainage to $5,000 and quantity adjustment of $630. The other four time loser still has $5,000 retained and the work was completed in August of '84.

Do you think it wise to make your contract so inflexible that the contractor must charge the people of Oregon for your warranty that the work can be completed in 60 days or by October 1, or September 15 as may be specified?

Sincerely,

Jim Lambie
Engineer

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO
Jackmond
FOR
info | Inves | R/D ✓ | O.K. | Sign | Act | File

CE ..... CAE .....
COE ..... OM .....
OE .....
CA .....
CAM .....
EEO .....

RECEIVED
JAN 24 1986
CONSTRUCTION
SECTION

SPC ..... TC .....
SA ..... CC .....
PE ..... CP .....
PQC .....
QCS .....
FILE .....

January 2, 1986

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

CON 5

Re: Time Extension Request
Main St.-Uglow St. (Dallas)
Contract No. 9952
FAP No. F-66(4)

Your request for additional contract time in which to complete the above project has been reviewed. You have requested an additional 37 days of contract time due to late delivery of materials, days charged during Labor Day weekend, and irrigation system work.

The Standard Specifications and Special Provisions for this project do not allow an adjustment of contract time for late delivery of materials. No Stop Work Order was written for the Labor Day weekend since this was during the contract required 7-day test burn and no time adjustment is warranted.

Your request for adjustment of contract time was dated December 9, 1985 and executed by your surety on December 11, 1985. The project "Second Notification" was issued on September 3, 1985, more than 90 days before you submitted the time extension request. Subsection 108.09 of the contract Standard Specifications requires time extension requests to be submitted within 60 days of the "Second Notice" and that failure to do so is a waiver of the contractor's right to adjustment of contract time. Subsections 108.08 and 108.09 require that notice, or protest, of disputed contract time charges be filed as a prerequisite to submitting a formal request for contract time adjustment. The required notices do not appear to have been given. The purpose of these specifications is to provide for fair, equitable and prompt evaluations of requests for contract time adjustments. It is recommended that you review these specifications.

Your request for additional contract time is denied. There remains 33 calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Cliff Lehman w/att.

TE/248

STATE OF OREGON INTEROFFICE MEMO

TO: Ken Husby, PE
Region 2 Construction Engineer

DATE: December 18, 1985

FROM: Cliff Lehman, PLS
Project Manager C. V. Lehman

SUBJECT: Time Extension for Main St.-Uglow St.
Dallas-Rickreall Hwy.
OSHD Contract 9952

REGION 2 OFFICE
RECEIVED
DEC 20 1985
RLO..... RE ..... RTS ..... RLS. ..... RPC..... RFS .....
RUS..... RG ..... RSN .....

I believe none of the reasons cited in the Contractor's Request for Adjustment of Contract Time are valid. The contract states, under Section 108.05 of the Special Provisions:

"The Contractor shall consider the following in preparing his work schedule:

'On-site' work shall not begin until such time as the Contractor has labor, tools, equipment and all materials on the project, or guaranteed to arrive on the project without delaying the work, and the Contractor is ready to prosecute the work to completion in a continuous and efficient manner.

For the purpose of these provisions, 'on-site' work shall be understood to mean any physical construction work at the project site including work required under Section 111."

12-31-85 W.E. Schwartz - I concur that this request be denied. Bill Wakeman

This specification was discussed at the Pre-Construction Conference and the contractor was reminded of it prior to his starting work on the project. Thus, I recommend the requested 30 days be denied. Agree. KEH 12-20-85

90 -21. day count, or Aug 31, 1985 whichever 1st

The 4 days during the Labor Day Weekend were part of the 7 day test burn for the illumination installed on the project. Since no traffic hazards existed and no other reason to stop work existed, no stop work order was written for the Labor Day weekend. I therefore recommend these 4 days be denied. I agree. KEH 12-20-85

The Contractor was informed many times that the Safeway Store's irrigation system needed to be restored to its original condition. The Contractor and Sub-Contractor requested the work be staked out in mid-July. It was staked and restaked prior to the work being performed. The Contractor and Sub-Contractor performed minimal work on the project between July 18th and September 3rd. I thus recommend these 3 days also be denied. Agree. KEH 12-20-85

contractor damaged it while building pole base

In summary, I recommend no extra time be allowed for work under this contract.

C..... CAE ___ RECEIVED LS___ TC___
...r.... OM___ SA___ Co file
..... FE..... CP.....
...A..... DEC 26 1985 POC.....
CAM ..... CONSTRUCTION OCS.....
..... SECTION FILE.....

org: OB Jackmond:
I agree with Lehman. We did remind the contractor about the start of on-site work. Furthermore supply is not a reason for time adjustment; rather it is within the province of the contractor.
Region recommends no time adjustment.
Ken Husby 12/23/85

94-52

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-66(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10070

2A. COUNTY NAME: Polk

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: August 27, 1985

8. FEDERAL ROUTE NUMBER: Primary 66

9. STATE ROUTE NUMBER: Secondary 189

10. GENERAL LOCATION:

Main Street - Uglow Street (Dallas) Section

11. GENERAL DESCRIPTION OF WORK

Construction of four catch basins and inlet control

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8-27-85 as requested in Mr. Fredrickson's letter of 11-29-85 as being cost effective for the use of City of Dallas forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $1,650; Federal Funds 1,454.

RECEIVED
STATE HWY ENGR
DEC 10 '85
REFER TO
Potter
FOR

Sec.	Trans.	R/D	D/R	Spec.	Act.	File

Orig. to 12/10

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/6/85	D. K. Hansen	For Division Administrato

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL-1985-0186

9952

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 22 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1985

Brothers Concrete Cutting
2383 S.E. Three Lakes Rd.
Albany, OR 97321

CON 5
#9952

IN REPLY REFER TO FILE NO.:

This will acknowledge your letter of October 10, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Brothers Concrete Cutting
AMOUNT:	$2,413.25
FOR:	Asphalt sawcutting
AGAINST (Prime contractor):	Fabricators, Incorporated
CONTRACT NO.:	9952
PROJECT:	Main St.-Uglow St. (Dallas) Section Dallas-Rickreall Highway Polk County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

NOTED ON CARD
11-19-85 BK

Robert W. Gormsen
COMMISSION SERVICES

cc: Fabricators, Incorporated
2705 Lancaster Drive, N.E.
Salem, OR 97305

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"An honest cut"

Brothers Concrete Cutting

2383 S.E. Three Lakes Rd.
Albany, OR 97321

928-2502

Oct. 10, 1985

Robert W. Gormsen, Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

Dear Sir:

We are finding it necessary to file a claim for payment for work done on OSHD #9952, at Main Street, Dallas. This company, Brothers Concrete Cutting, Inc. with administrative offices at 2383 Three Lakes Rd. S.E. Albany, Oregon 97321, performed asphalt sawcutting on the above mentioned project as a subcontractor to Fabricators Inc. To date we have received no payment on the past due balance of $2413.25. Please forward this notice to whomever is necessary to expedite payment of this claim.

Sincerely,

Carolee Harding

Carolee Harding, Sec.

RECEIVED
OCT 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 12, 1985

Fabricators, Incorporated
2705 Lancaster Drive, N. E.
Salem, OR 97305

CON 5

#9952

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9952 for work on the Main Street-Uglow Street (Dallas) Section of the Dallas-Rickreall Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp

Enclosure
cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Cliff Lehman
L. E. George

FABRICATORS INCORPORATED

2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

February 13, 1985

Commission Services
Oregon State Highway Division
121 Transportation Bldg.
Salem, OR 97310

Gentlemen:

Fabricators, Incorporated intends to subcontract to a DBE/MBE company on the Main St. - Uglow St. (Dallas) project which bid on February 7, 1985. The items of work we will subcontract on this project are:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
16	Retaining Wall	L.S.		$ 2,100.00
25	Concrete Walks	1535 s.y.	11.80	18,113.00
26	Concrete Driveways	630 s.y.	16.00	10,080.00
27	Concrete Curbs	4300 l.f.	3.67	15,781.00
30	Adjusting Manholes	4 ea.	370.00	1,480.00
31	Adjusting Inlets	1 ea.	210.00	210.00
				$47,764.00

We will subcontract these items to an MBE enterprise, Valley Truck & Container, Salem, Oregon. These items should amount to 12.38 % of the contract amount.

If we are able to obtain additional DBE/MBE/WBE Enterprises for this project, we will notify you of our success in reaching an even higher goal.

Sincerely,

Jim Lambie
Fabricators, Incorporated

slk

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

9952

City of Dallas - - Office of the City Manager

February 21, 1985

REGION 2 OFFICE
RECEIVED
RLO..... FEB 25 1985 RQS.....
RE ..... RCE..... RME..... RCM .....
RTS ..... RLS..... RPC..... RFS .....
RUS..... RG ..... RSR .....

Rick Sjolander
Region II Federal Aid Specialist
Department of Transportation
Highway Division
2960 East State Street
Salem, OR 97310

Dear Rick:

We were pleased to hear that the bid for the North Dallas intersection improvement was well within the budgeted funds. We have just deposited $30,000 with the Oregon State Highway Division, Highway Accounting, which serves as our share of the North Dallas intersection improvement, as agreed upon by the Construction-Finance Cooperative Agreement between the City and the State.

We are hopeful that, since we have now deposited the City's share, the State can authorize the signing of the contract so the project can proceed. It is our understanding that a pre-construction conference will be held soon after the signing of the contract to establish a construction schedule. Dave Shea, our Public Works Director, has indicated that he has been invited to the meeting. Please have the project Engineer keep in close contact with the City during all of the remaining phases of this project.

Please let us know if we can do anything to help expedite this important construction project.

Very truly yours,

Roger Jordan
City Manager

RJ:meh

cc: Dave Shea, Director of Public Works

PROGRAM SECTION
MANAGER ... RESOURCE UNIT ....
FA UNIT ... PROGRAM UNIT ....
26 1985
REFER TO Local Programs
R/D .... ACT .... REPLY ....
DISC .... INFO .... FILE ....

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

7752

February 14, 1985

PRD

Mr. Dave Shea
Director of Public Works
P.O. Box 67
Dallas, OR 97338

Dear Mr. Shea:

On February 7, 1985 we received a satisfactory bid from Fabricators, Incorporated, 2700 Lancaster Drive N.E., Salem, OR 97305 for the Main St.-Uglow St. (Dallas) Section of the Dallas-Rickreall Highway.

The Construction-Finance Agreement No. 8104 requires the City to deposit $30,000 as an advance deposit. This sum is the agreed City advance deposit for its share of costs on the construction phase of this project.

Please submit your $30,000, which should arrive not later than March 1, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

RLB:pf
Attachment

bcc w/AD 985-07: Rick Sjolander, Region 2
V. E. Skoog - Please return completed AD 985-07 when deposit is received.

Received Check
2-25-85 - P.G.
RPD

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: F I L E S

DATE: February 11, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 7, 1985 Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened February 7, 1985 on the following projects:

1. COI Main Canal (Walker Road) Bridge
   Walker Road, Deschutes County
   Structure

   Structure replacement. Twelve-foot lanes with four-foot shoulders.

   Footpaths or bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Azalea-Glendale Interchange
   Pacific Highway, Douglas County
   PCC Paving
   Rehabilitation project

   Footpaths or bicycle trails are not incorporated in this project as no new highway contruction, reconstruction or relocation is involved.

3. Dry Gulch and Johnny Creek Bridges
   John Day Highway, Grant County
   Grading, Paving and Structures

   Grading and paving incidental to structure replacement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 1.

4. West Fork Silvies River Bridge
   Frenchglen Highway, Harney County
   Structure

   Structure replacement. Twelve-foot lanes with six-foot shoulders.

   Same as No. 1.

5. N. Jefferson Interchange-N. Albany Interchange
Pacific Highway, Marion and Linn Counties
Paving

Rehabilitation project.

Same as No. 2.

6. Hollywood District Transportation Project (Portland) Unit 2
N.E. Sandy Blvd., Multnomah County
Grading, Paving, Signing, Signals and Illumination

Concrete walks, concrete stairs, predestrian signals and bicycle racks will be incorporated on this project.

7. Main Street-Uglow Street (Dallas)
Dallas-Rickreall Highway, Polk County
Grading, Paving and Signal

Channelization project. Twelve-foot lanes with four-foot shoulders. Sidewalks and pedestrian signals will be installed.

8. Junction Sunset Highway-Junction Pacific Highway
Beaverton-Tigard Highway, Washington County
Paving.

Overlay project.

Same as No. 2.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool
George Bell
Don Harwell

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Ira 7-8

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-66(1)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10070

2A. COUNTY NAME Polk

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-7-85	Primary 66	Secondary 189

10. GENERAL LOCATION:

KING'S VALLEY HIGHWAY - ECL (Dallas) SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Program Change; See below

13. REMARKS

As requested by Mr. Potter's letter of December 27, 1984, I approve the revised Preliminary Engineering costs to a TEC of $146,050; Federal Funds $128,741.

(Increase TEC $66,500; Federal Funds $58,619)

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 1/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/10/85	D. K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

- 9952 -

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

127-1975

Date: December 27, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10070
Project No. F-66(1)
Kings Valley Hwy.-ECL (Dallas) Section
Polk County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated December 19, 1984.

Approval of this request will involve an increase of $66,500 in total cost and obligation of $58,621 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$146,050	$128,741	88.15
Previous	79,550	70,122	
Difference	$ 66,500	$ 58,619	

RHZ:me
Attachment
cc: F.E. Terpin ✓
Shirley Williams

Kit - File

RECEIVED
DEC 27 1984
LOCATION
SECTION

NOTED
P. SINGER

Form 734-3122

TRA 7-8

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-66(4)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10070

12-27-84

2A. COUNTY NAME
Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. w/ att. to 1/16

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/27/84	Primary 66	Secondary 189

10. GENERAL LOCATION:
Main Street - Uglow Street (Dallas) Section

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 12/24/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $425,093; Federal Funds $342,912.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/27/84	R. R. Christensen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9112

AUTHORITY FOR SURVEY # 0
PREFIX # 127-1975

Section Kings Valley Hwy - ECL (Dallas)
(Uglow - LaCreole Unit)
Highway Dallas - Rickreall (#189)
County Polk

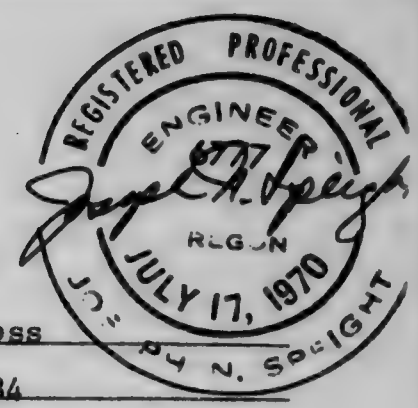
A = Main St - Uglow Section
B = Uglow - LaCreole Section

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

		SPENT THRU OCT '84	SA# 5	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT A	B	AMOUNT NEEDED FOR COMPLETED PROJECT A (A+B)	B
Project Manager	901	35,492	36,000		23,000	59,000	
Citizens Involvement	902						
Local Government	903						
Consultants Fees	904						
Final Design	905	19,604	12,200	7,400	6,000	25,600	
Bridge Design	906	88	100			100	
Preliminary Design	907	512	500	50		550	
R/W Descriptions	909	8,810	7,300	1,500	18,000	26,800	
Region Geology	910	97	1,000		2,000	~~2,000~~ 3,000	
Traffic Section	911	11,347	12,800		4,200	17,000	
Landscape Department	912	12	0	50	200	250	
R/W - Liaison	913	1,282	1,500		500	2,000	
Region Utility Liaison	914	785	1,000		500	1,500	
Audit Services	915						
Photogrammetry	916						
Location	918	124	500		500	800	
Program Management	920	159	200		200	400 ~~200~~	
Specifications	921	100	2,500		3,500	350 ~~4,000~~	
Adm. Services (Engineering)	922		100		200	200	
Environmental Section	923	1,197	500	700	200	1,400	
DOT - Planning	924						
Air Monitoring	925						
Structural Foundations	926						
Bridge Design for Counties	927	18	0	—			
R/W Utility Engineer	932	65	100			100	
Surfacing Engineer	933		1,000		1,000	1,000 ~~2,000~~	
Chief Geologist	934				500	500	
Soils Engineer	935				500	500	
Region Traffic	936		1,400		1,000	1,400 ~~2,400~~	
Hydraulics	937		300		200	300 ~~500~~	
Region Environmental	938		200			200	
Urban Studies Unit	949						
Training Courses	950	193	200		500	700	
Employee Reloc. Assistance	955						
Personal Leave	960	107	150			150	
Administrative Leave	961						
Public Hearing Charges	980						
EEO Monitoring Expense	985						
TOTAL		80,255	79,550	9,700	62,700	146,050 ~~151,450~~	

20
20
10

62,700
1,000
-72,400
- 500
71,100



OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT Main Street - Uglow Street

PREPARER Lee Doss

HIGHWAY Dallas-Rickreall Hwy. (Ellendale Ave.)

DATE 8-30-84

COUNTY Polk

CITY Dallas

PROJECT DESCRIPTION:

The project will widen and improve existing Ellendale Ave. (Dallas-Rickreall Hwy.) along with Main Street to 300' south of its intersection with Ellendale. The easterly terminus of the project is approximately 500 feet east of Uglow Street. A signal will be installed at the five-point intersection of Main, Ellendale, and Orchard Drive. Curbs and sidewalks will be provided throughout the project. (See sketch map attached).

EXISTING LAND USE ACTIVITIES:

Nearly all roadside frontage is taken up with commercial establishments. Exceptions are: a duplex just east of Main on the north side of the Highway and a State services building toward the east end of the project, also on the north side of the Highway.

All land adjacent to the north side of the project is zoned General Commercial. On the south side, the zoning is General Commercial to Uglow. East of Uglow Street the zoning is Multiple Family Residential.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year		Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 67 dBA Contour Distance (from road centerline)
		(vehicles per hour)					
1984	(Existing)	638	41	11	29	64 dBA	25 ft.
2000	(No-Build)	963	61	16	26	65 dBA	30 ft.
	(Build)						

EXISTING SOUND LEVELS:
No field noise measurements were made.

TRAFFIC NOISE IMPACTS:
None.

TRAFFIC NOISE MITIGATION:
None proposed. Multiple driveways preclude the use of noise barriers. Speeds and speed limits are 35 mph or lower. No alignment changes are feasible.

CONSTRUCTION NOISE: Grading and paving machinery will cause slightly higher noise levels than usual.

Impacts:
Noise impacts will be few, and sporadic throughout the construction period.

Mitigation: ~~See Attachment~~. Construction noise mitigation shall be enforced according to Article 107.32 (Noise Control) of Standard Specifications for Highway construction, 1984, Oregon Highway Division.

LOCAL COORDINATION:

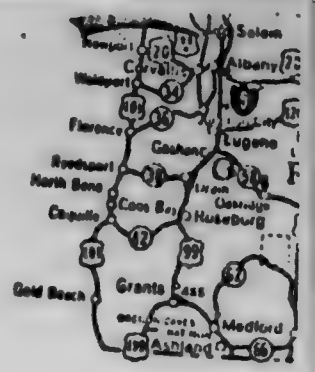
A copy of this report will be sent to the City of Dallas for planning purposes. Predicted noise levels will not impact future commercial development along the Highway. Responsibility for noise mitigation in future residential developments will rest with local authorities and with the developer.

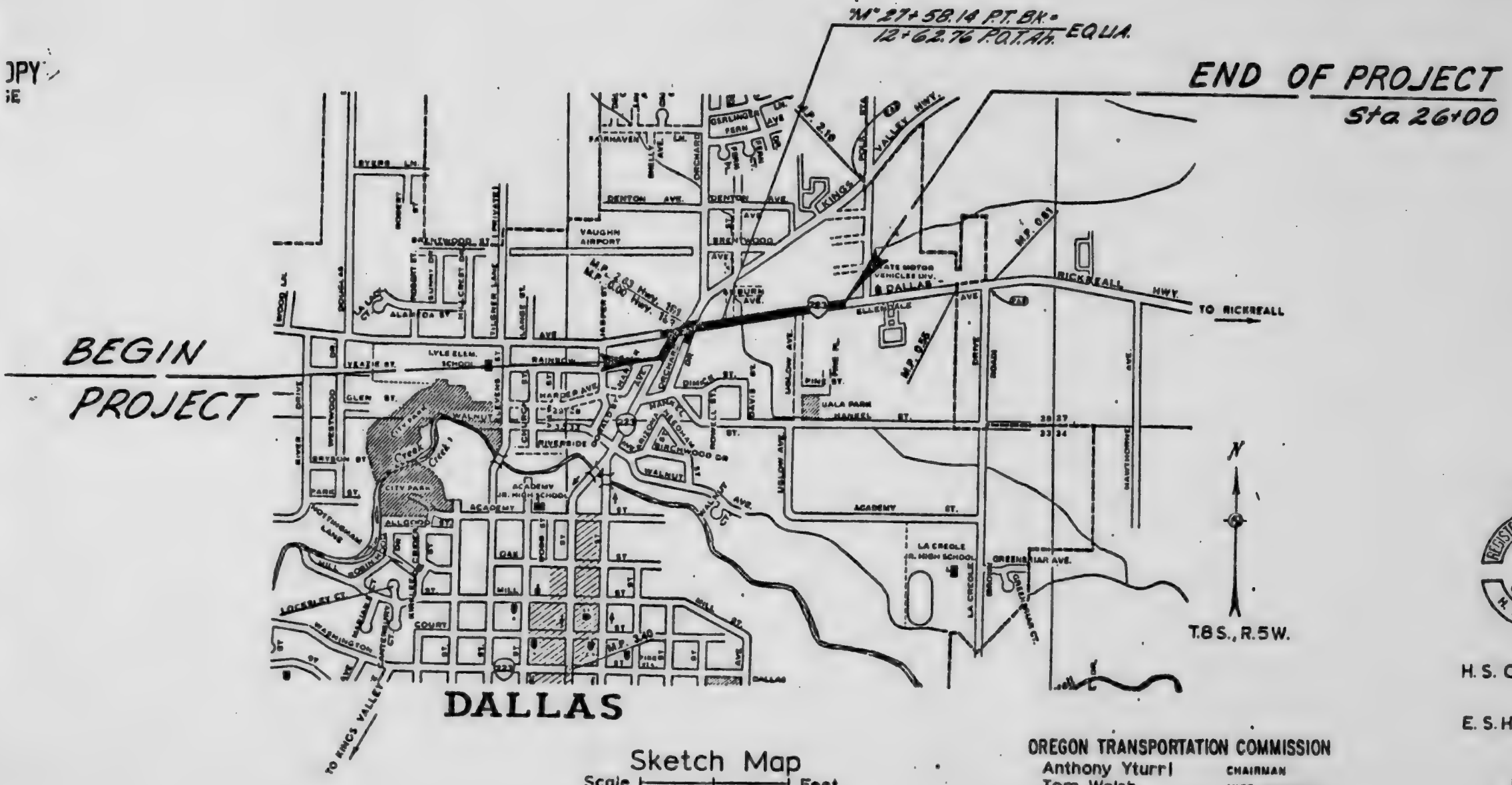
MAIN ST. – UGLOW ST. (DALLAS) SEC.

DALLAS – RICKREALL HIGHWAY

POLK COUNTY

NOISE STUDY REPORT





Sketch Map

Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

REGISTERED PROF. ENGINEER
OREGON
OCT. 30 19
H. S. COULTE

H. S. Coulte

E. S. Hunter

9952

TRA 7-8

July 20, 1984

City of Dallas
City Hall
Dallas, OR 97338

AGR 4

Attention: Del Funk
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8164

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Main Street-Uglow Street Section of the Dallas-Rickreall Highway No. 189.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

9952.

City of Dallas - - Office of the City Manager

June 22, 1984

Phil Stearns
Region II Federal Aid Specialist
Department of Transportation, Highway Division
2960 East State Street
Salem, OR 97310

Dear Phil:

Attached are the three executed copies of the construction finance agreement for the Main Street-Uglow Street section of the Dallas-Rickreall Highway. Also attached is a copy of the resolution which was passed by the City Council authorizing the Mayor and City Manager to enter into the agreement with the State. It is our understanding that you will send us a fully executed copy after all signatures have been completed at the State level.

During the Council discussion, the Council again reiterated the importance of this project, which is our Number One priority for improvement projects for the next year. While there has been a question raised by a property owner in the area about the importance of the project for the local community, we would like to reassure you and the other State representatives that the City Council is behind the project 100% and is anxiously awaiting its completion. Please let us know if we can be of any further assistance in ensuring that this much needed improvement is completed as soon as possible.

Very truly yours,

Roger G. Jordan
City Manager

RGJ:meh

Enclosures - 4

cc: Dave Shea, Director of Public Works

REGION 2 OFFICE
RECEIVED
RLO JUN 26 1984 RQS
RE RCE RME ROM
RTS RLS RPC RFS
RUS RG RSR

RESOLUTION NO. 2328

A Resolution authorizing the Mayor and City Manager to enter into and execute an agreement with the State of Oregon, acting by and through its Department of Transportation, Highway Division, relating to the construction of the Main Street - Uglow Street section of the Dallas-Rickreall Highway No. 189.

WHEREAS, by the authority granted in ORS 366.770 and 366.775, the State of Oregon and cities may enter into cooperative agreements for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting party; and

WHEREAS, the State of Oregon, acting by and through its Department of Transportation, Highway Division, and the City of Dallas cooperatively plan and propose to construct the Main Street - Uglow Street section of the Dallas-Rickreall Highway No. 189, which said construction project was approved by the Oregon Transportation Commission on January 19, 1984, as a part of the Six-Year Highway Improvement Program; and

WHEREAS, the State of Oregon and the City of Dallas have agreed on their respective duties and obligations with respect to the preliminary engineering and the construction-finance aspect of said construction project; and

WHEREAS, such respective duties and obligations have been more particularly set forth in a document entitled "Preliminary Engineering and Construction-Finance Agreement, Cooperative Improvement Project", a photocopy of which said document is attached hereto, marked "Exhibit A", and by this reference made a part hereof; and

WHEREAS, the City Council of the City of Dallas has determined that it is in the best interests of the City of Dallas to enter into and execute said document and for the City of Dallas to assume the obligations in said document imposed upon it, NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The Mayor and the City Manager are hereby authorized to enter into and execute an agreement, on behalf of the City of Dallas, with the State of Oregon, acting by and through its Department of Transportation, Highway Division, relating to the cooperative construction of the Main Street - Uglow Street section of the Dallas-Rickreall Highway No. 189, in the form evidenced by the document attached hereto, marked "Exhibit A", and by reference made a part hereof, and to cause the seal of the City to be affixed

RESOLUTION NO. 2328

A Resolution authorizing the Mayor and City Manager to enter into and execute an agreement with the State of Oregon, acting by and through its Department of Transportation, Highway Division, relating to the construction of the Main Street - Uglow Street section of the Dallas-Rickreall Highway No. 189.

WHEREAS, by the authority granted in ORS 366.770 and 366.775, the State of Oregon and cities may enter into cooperative agreements for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting party; and

WHEREAS, the State of Oregon, acting by and through its Department of Transportation, Highway Division, and the City of Dallas cooperatively plan and propose to construct the Main Street - Uglow Street section of the Dallas-Rickreall Highway No. 189, which said construction project was approved by the Oregon Transportation Commission on January 19, 1984, as a part of the Six-Year Highway Improvement Program; and

WHEREAS, the State of Oregon and the City of Dallas have agreed on their respective duties and obligations with respect to the preliminary engineering and the construction-finance aspect of said construction project; and

WHEREAS, such respective duties and obligations have been more particularly set forth in a document entitled "Preliminary Engineering and Construction-Finance Agreement, Cooperative Improvement Project", a photocopy of which said document is attached hereto, marked "Exhibit A", and by this reference made a part hereof; and

WHEREAS, the City Council of the City of Dallas has determined that it is in the best interests of the City of Dallas to enter into and execute said document and for the City of Dallas to assume the obligations in said document imposed upon it, NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The Mayor and the City Manager are hereby authorized to enter into and execute an agreement, on behalf of the City of Dallas, with the State of Oregon, acting by and through its Department of Transportation, Highway Division, relating to the cooperative construction of the Main Street - Uglow Street section of the Dallas-Rickreall Highway No. 189, in the form evidenced by the document attached hereto, marked "Exhibit A", and by reference made a part hereof, and to cause the seal of the City to be affixed thereto.

Section 2. The Mayor and the City Manager are further authorized to execute, on behalf of the City of Dallas, as

REGION 2 OFFICE
RECEIVED
RLO ____ JUL 11 1984 ROS ____
RE ____ RCE ____ RME ____ RCM ____
RTS ____ RLS ____ RPC ____ RFS ____
RUS ____ RG ____ RSR ____ ____

many counterparts of said agreement as may be required by said Highway Division.

Adopted June 18, 1984.
Approved June 18, 1984.

Gwen Faulkner Rush
Mayor

ATTEST:

Roger Forda
City Manager

many counterparts of said agreement as may be required by said Highway Division.

Adopted June 18, 1984.
Approved June 18, 1984.

Gwen Hawkins Bush
Mayor

ATTEST:

Roger Forda
City Manager

TR# 7 8

March 8, 1984

City of Dallas
City Hall
Dallas, OR 97338

AGR 4

Attention: Roger Jordan
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2026

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for the installation of emergency vehicle preemption devices on the Main Street-Uglow Street Section of the Dallas-Rickreall Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agreement attached)

1752

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Polk Co

#189 FY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Kings Valley Hwy-ECL Dallas (Main St. - Uglow St.)

REGION: 2

Dallas - Rickreall Highway

SURVEY AUTHORITY

AUTHORIZATION NO.: 5 | PREFIX: 127-1975 | DATE: 12-28-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 36,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,400
905 FINAL DESIGN		12,200	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		300
906 BRIDGE DESIGN		100	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN		500	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		7,300	923 ENVIRONMENTAL SECTION		500	950 TRAINING		200
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		12,800	925 AIR MONITORING			960 PERSONAL LEAVE		150
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-66(1)

TOTALS	$	$ 79,550
PREVIOUS AUTHORIZATION		$ 46,000
ADD. AUTH. REQUIRED		$ 33,550

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for construction project.

Vanstee
Anderson
Adams (to Prod)
Macnab
Stoudenmeyer TE
Terpin
Trout
Wikerlig

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

bring up

PREPARED BY: Ronald T. Noble — DATE: 12-28-83

RECOMMENDED, REGION ENGINEER: X — DATE:

RECOMMENDED, LOCATION ENGINEER: X Lloyd E. Terpin — DATE: 12/28/83

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X Warren G. Lemmon III — DATE: 1/3/84

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X — DATE:

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 12-16-83 — 12-16-83

734-1914 (7-82)

9952

TRA 7-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F 66(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10070

2A. COUNTY NAME: Polk

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE: 12-16-83

8. FEDERAL ROUTE NUMBER: Primary 66

9. STATE ROUTE NUMBER: Secondary 189

10. GENERAL LOCATION:

Kings Valley Highway - ECL (Dallas) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of 12-7-83 I approve the revised Preliminary Engineering Costs to TEC $79,550, FF $70,122.

(increase TEC $33,550 - FF $29,574)

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 12/22

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-16-83	D. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9952 189

STATE OF OREGON

INTEROFFICE MEMO

TO: Norman Mann
Design Supervisor

DATE: November 9, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Sign Plans
Main Street - Uglow Street (Dallas) Section
Dallas - Rickreall Highway
Polk County

Attached are two prints of the approved sign study plans for the above noted project.

This work should be included with the channelized signal project scheduled for the June 14, 1984 contract letting date.

Versteeg
Anderson
Adams
Macnab
Steudenmeyer
Turpin
Trout
Wakeley

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

1 plan kept by Beard

L. E. George
Traffic Engineer

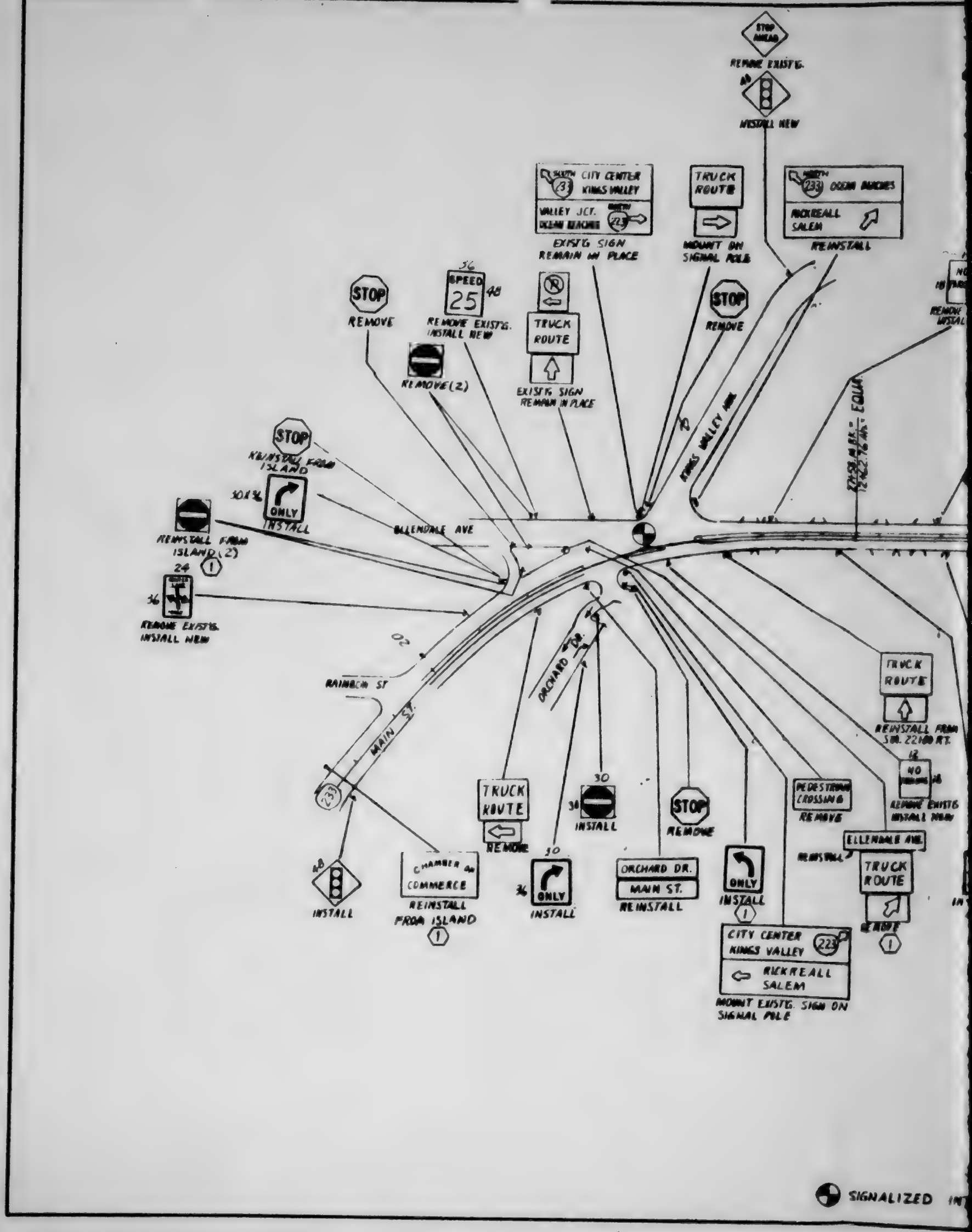
ELS/dc

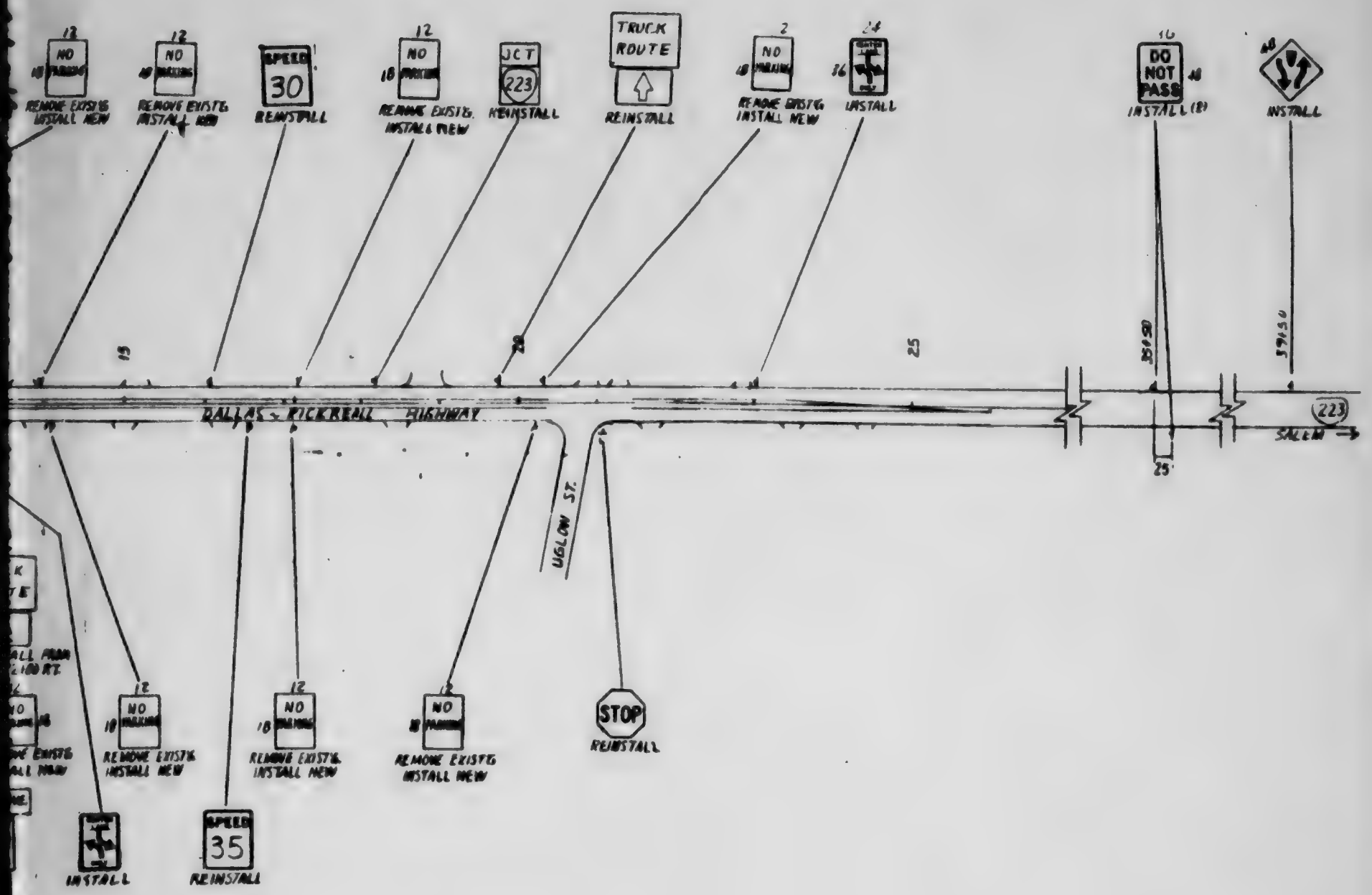
Attachment

cc: C. O. Frederickson, w/attachment
R. Kuehn

81-125.1387

Contains Recycled Materials


STOP AHEAD
REMOVE EXISTG.
INSTALL NEW
SOUTH 33 CITY CENTER KINGS VALLEY
VALLEY JCT. OCEAN BEACHES 223
EXISTG SIGN REMAIN IN PLACE
TRUCK ROUTE
MOUNT ON SIGNAL POLE
NORTH 233 OCEAN BEACHES
RICKREALL SALEM
REINSTALL
STOP
REMOVE
SPEED 25
REMOVE EXISTG. INSTALL NEW
REMOVE (2)
TRUCK ROUTE
EXISTG SIGN REMAIN IN PLACE
STOP
REMOVE
KINGS VALLEY HWY
STOP
REINSTALL FROM ISLAND
30 X 36
ONLY
INSTALL
ELLENDALE AVE
REINSTALL FROM ISLAND (2)
24
36
REMOVE EXISTG. INSTALL NEW
RAINBOW ST
MAIN ST.
ORCHARD DR.
TRUCK ROUTE
REINSTALL FROM SOR. 22 NB RT.
40
REMOVE EXISTG INSTALL NEW
233
TRUCK ROUTE
REMOVE
30
INSTALL
STOP
REMOVE
PEDESTRIAN CROSSING
REMOVE
ELLENDALE AVE.
REINSTALL
TRUCK ROUTE
REMOVE
48
INSTALL
CHAMBER OF COMMERCE
REINSTALL FROM ISLAND
30
36
ONLY
INSTALL
ORCHARD DR.
MAIN ST.
REINSTALL
ONLY
INSTALL
CITY CENTER KINGS VALLEY 223
RICKREALL SALEM
MOUNT EXISTG. SIGN ON SIGNAL POLE
SIGNALIZED



(1) REVISED, ADDED 7/21/83

David M Shea
7/1/83

MAIN ST. - UGLOW ST. (DALLAS) SEC.
DALLAS/RICKREALL HWY. ~ POLK COUNTY

	6-22-83	
	6/24/83	
	11/1/83	
	11/2/83	FHWA

ZED INTERSECTION

9752

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6
127-1975

TO: D. E. Swan
Program Control Engineer

DATE: December 2, 1983

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Kings Valley Hwy-ECL Dallas
(Main Street-Uglow Street)
Dallas-Rickreall Highway
Polk County
F-66(1)
127-1975

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

Many significant changes were made to the preliminary design which increased the P.E. costs. Some of the changes included the question of closing Orchard Street, city input on the storm sewer design, coordination with the city on the driveways, and problems connecting the R/W centerline of the project with the old centerline of Main Street. In addition, considerable work was necessary for the traffic analysis of the complex intersection prior to the design of the signals.

The preliminary engineering costs are $79,550.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc Don Thurston w/attachment
Don Berg w/attachment

Contains Recycled Materials

F-66(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 25 000	$ 36 000
902	Citizens Involvement		
903	Local Government		
904	Consultants Fees		
905	Final Design	5 000	12 200
906	Bridge Design		100
907	Preliminary Design		500
909	R/W Descriptions	2 000	7 300
910	Region Geology	1 000	1 000
911	Traffic Section	5 000	12 800
912	Landscape Department		
913	R/W - Liaison	500	1 500
914	Region Utility Liaison	1 000	1 000
915	Audit Services		
916	Photogrammetry		
918	Location	500	500
920	Program Management	200	200
921	Specifications	2 500	2 500
922	Adm Services (Engineering)	100	100
923	Environmental Section	200	500
924	DOT-Planning		
925	Air Monitoring		
926	Structural Foundations		
927	Bridge Design for Counties		
932	R/W Utility Engineer	100	100
933	Surfacing Engineer	1 000	1 000
934	Chief Geologist		
935	Soils Engineer		
936	Region Traffic	1 400	1 400
937	Hydraulics		300
938	Region Environmental	200	200
949	Urban Studies Unit		
950	Training Courses	200	200
955	Employee Reloc. Assistance		
960	Personal Leave	100	150
961	Administrative Leave		
980	Public Hearing Charges		
985	EEO Monitoring Expense		
		$ 46 000	$ 79 550

SECTION: KINGS VALLEY HWY - ECL DALLAS (MAIN ST. - UGLOW ST)

HIGHWAY: DALLAS - RICKREALL

COUNTY: POLK

PREFIX: 127-1975

9952

Main St.-Uglow St. (Dallas)
Dallas - Rickreall Highway
Polk County
Prefix 127-1975

RECEIVED
NOV 3 0 1983
LOCATION
SECTION

Justification of Function 901 (Project Manager) overrun

Many significant changes were made to the preliminary design after this project was submitted to Location. These changes and revisions required additional field and office work.

Among those changes were:

a) The question of closing Orchard Street. This item involved meetings with the city and Time Oil Company. The connection of Orchard was redrawn to fit the traffic needs and city's recommendations.

b) City input on the storm sewer design required more field data and redesign of the system.

c) Changes and coordination with the city on the approaches required retying several locations and redoing the approach list.

d) There were some problems connecting the R/W centerline of this project with the old centerline of Main Street. Considerable survey work was necessary to define the alignment.

Field crews staked the right-of-way lines recently so that utilities could relocate their facilities. Additional field work will be necessary prior to construction to locate other features so that the adjacent development does not conflict with the planned improvement.

Don Thurston

Don Thurston, Region 2 Location

9952

TRH 7-8

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-66(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10070

2A. COUNTY NAME: Polk

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/5/83

8. FEDERAL ROUTE NUMBER: Primary 66

9. STATE ROUTE NUMBER: Secondary 189

10. GENERAL LOCATION:

Main Street - Uglow Street (Dallas) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

As requested by Mr. Swan's letter of 9/29/83 you are now authorized to proceed with the actual acquisition of file numbers 53553 through 53579 as shown on R/W map 9B-21-11 at a TEC of $30,000 Federal Funds $26,445.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/83	John D Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

11-a

Ira 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 29, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 10070
Project No. F-66(3)
Main St.-Uglow St. (Dallas) Section
Dallas-Rickreall Highway
Polk County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-21-11 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $30,000 with an obligation of $26,445 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkb
Attachments

cc: J.B. Boyd
D. Aman
General Files

Form 734-3122

9912

Ira 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 29, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10070	F-66(3)	Main St.-Uglow St. (Dallas) (PNRS #OR 830825-039-2)

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9175-

TRA.7-8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
SEP 22 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
September 22, 1983
cc: FHWA (2)
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
C. O. Fredrickson, Region 2
R. A. Kuehn, District 3

CONCLUSIONS

APPLICANT: DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: MAIN STREET - UGLOW STREET (DALLAS)

DATE: SEPTEMBER 20, 1983

NOTED
H.S.COULTER

The State has reviewed your project and reached the following conclusions:

[XX] No significant conflict with the plans, policies or programs of state government have been identified.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR830825-038-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3

TRA 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

NOTED
H.S.COULTER

In Reply Refer to
File No.

PRO

Date: August 18, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN
for

From: Gary A. Potter, Manager
Program Section

Mid-Willamette Valley Council of Governments
ATTN: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Main St.-Uglow St. (Dallas) Sec.
Highway: Dallas-Rickreall Hwy.
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be September 26, 1983.

JLG:bkb
Attachments
bc: D.E. Wilken, FHWA (2)
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
AUG 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

734-1839

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation	[45	46] DIVISION: Highway	[79		
03	12] APPLICANT ADDRESS STREET: Transportation Building	[45	46] CITY: Salem	[60	76] ZIP: 97310	[80
04	12] CONTACT PERSON: Gary A. Potter	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [53	56] EXTENSION: 6564	[59
01	12] PROJECT TITLE: Main St.-Uglow St. (Dallas) Sec.					[71
11	12] PROJECT LOCATION—CITY: Dallas-Rickreall Hwy.		PROJECT LOCATION—COUNTY: Polk		PROJECT LOCATION SEC: T: R:	[79

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

Project consists of minor revision of the intersection of Kings Valley Hwy.

06 and Dallas-Rickreall Hwy., signalization, and continuous left turn refuge

07 easterly on the Dallas-Rickreall Hwy.

08

09

10

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
88,150		11,850			100,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: Aug. 18, 1983

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 26 | 45] YEAR [46: 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 8-18-83

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project, categorical exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

MAIN STREET - UGLOW (DALLAS) HIGHWAY 189

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way needs for the project will be restricted to slope easements and improvement in turning radii. Right-of-way will be in the form of long, narrow strips needed for curbs and sidewalks.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project will improve access to this commercial area by adding a left-turn lane the length of the project. This improvement is consistent with Dallas Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project will improve the operation of a congested section of Highway 189 (East Ellendale Avenue) in the City of Dallas. A traffic signal will be installed at the intersection of Highway 189 and the Kings Valley Highway.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) The project will not have a significant impact on the environment, and right-of-way acquisition is minor.

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

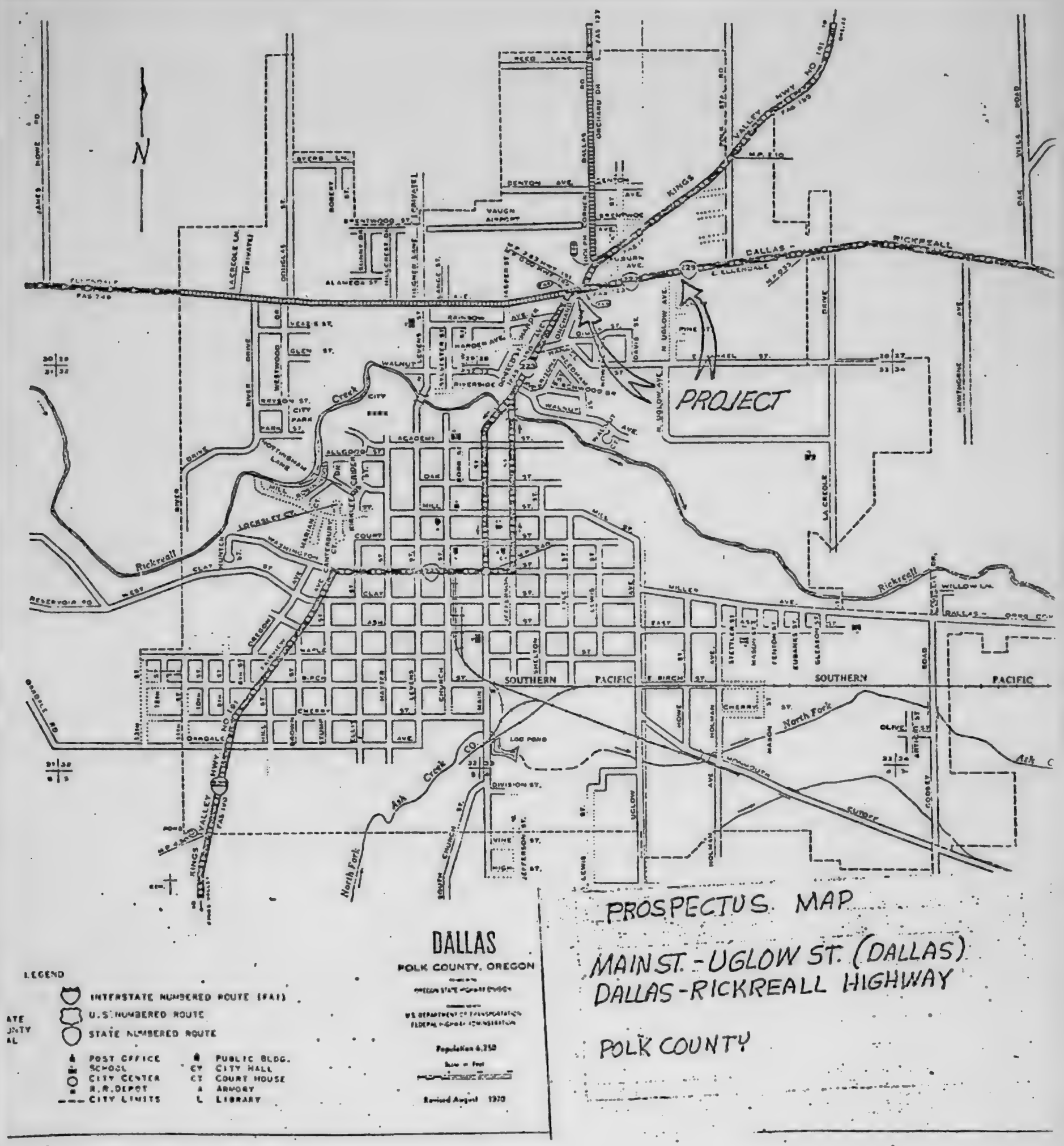
OTHER DOCUMENTATION

Cultural Resource

This project was formerly covered under the statewide categorical exclusion, but is being reassessed because of the right-of-way need.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	

734-1913 (7-82)



PROSPECTUS MAP

MAIN ST. - UGLOW ST. (DALLAS)
DALLAS - RICKREALL HIGHWAY

POLK COUNTY

TRA 7-8

C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 12, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Main Street - Uglow Street (Dallas)
Dallas - Rickreall Highway
Polk County
F-66(1)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Richard R. Smith 8/22/83
Division Administrator Date

ENVIRONMENTAL SECTION
August 23, 1983

cc: J. B. Boyd
J. H. Versteeg (4)
L. E. George
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec.
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
John Gunter
William Fretwell

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: MAIN STREET - UGLOW (DALLAS) HIGHWAY 189

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way needs for the project will be restricted to slope easements and improvement in turning radii. Right-of-way will be in the form of long, narrow strips needed for curbs and sidewalks.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project will improve access to this commercial area by adding a left-turn lane the length of the project. This improvement is consistent with Dallas Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project will improve the operation of a congested section of Highway 189 (East Ellendale Avenue) in the City of Dallas. A traffic signal will be installed at the intersection of Highway 189 and the Kings Valley Highway.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) — The project will not have a significant impact on the environment, and right-of-way acquisition is minor.

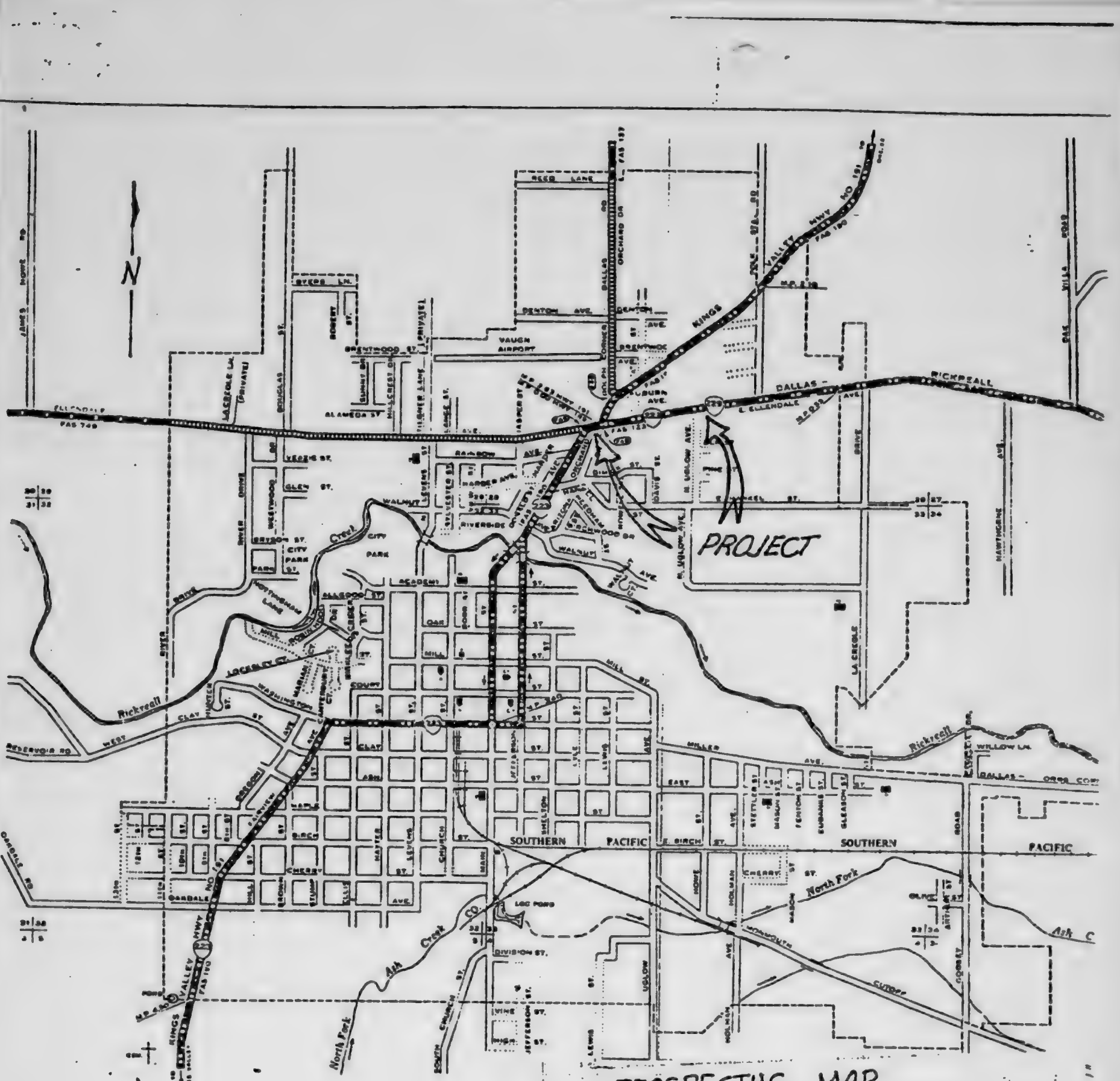
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource

This project was formerly covered under the statewide categorical exclusion, but is being reassessed because of the right-of-way need.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	August 22, 1983



PROSPECTUS MAP

MAIN ST. - UGLOW ST. (DALLAS)
DALLAS - RICKREALL HIGHWAY

POLK COUNTY

9752

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 15, 1983

J. H. Versteeg
Road Design Engineer

Files 53553 through 53579
Main Street-Uglow Street (Dallas) Section
Dallas-Rickreall Highway
Polk County

Versteeg
Anderson
Adams
Knab
Steudenmayer
Trout
Wakerlig

RECEIVED
JUN 16 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached are descriptions (27 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9952

189

ROAD DESIGN SECTION 378-6558

DES 16

Bridge Design Engineer

January 20, 1983

Don Stoudenmeyer
Design Supervisor

Main St.-Uglow St. (Dallas) Section
Dallas-Rickreall Highway
Polk County
PROPOSED OVERLAY THICK. 2"

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JAN 21 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Transmitted herewith is a copy of the narrative report on the subject project, scheduled for a June letting.

This report is being submitted for your investigation of any work required on the culvert at M.P. 0.14.

Data available in Final Design.

DNS:rlr
Attachment

MAIN ST.-UGLOW ST. (DALLAS)

Dallas-Rickreal Highway
Polk County

Addendum to Narrative
December 8, 1982

This project was first submitted into the Location Section in April of 1982. The addition of a right-turn lane on Main Street from Orchard Drive to Rainbow Street was submitted in July of 1982. The addition of these lanes required a revision at the intersection and of the turning radius from Ellendale to Main Street. The project was returned to Region for further revisions to meet recommendations from the Traffic Section and the City of Dallas for the intersection in November of 1982.

The latest proposal and estimate includes the left-turn refuge and taper from Sta. 10+00 to Sta. 26+00 as proposed with signalization of the intersection and the addition of a right-turn lane on Main Street from Ellendale Street to Rainbow Street. The island in the intersection was revised to allow a one way only traffic flow in the turning radius from Ellendale onto Main Street.

The approach to Main Street at Orchard Drive has been revised to allow a one way only entrance to Orchard Drive. This proposal would not allow traffic to enter the intersection from Orchard Drive. The work at Orchard Drive would consists of the necessary channelization and widening of Orchard Drive with type "C" curb and 4½-foot sidewalks. The proposed work beyond

Continued...

normal construction limits of Main Street at Orchard Drive would be constructed under this contract and would be paid by the City of Dallas by agreement. These quantites have, therefore, been included in the estimate with the costs to be paid by the City of Dallas subtracted from the total estimate.

The Time Oil Co. property at the corner of Orchard and Ellendale is under consideration for new development. We have been working with the City and the owner to resolve the issues of access.

Traffic Section has determined that any entrances within the signalized intersection would reduce the level of service to an unacceptable value. The property owner wants another access to the Time Oil property east of Orchard. This situation is unresolved at present.

The City has concurred in the proposal we are submitting and expressed the desire to advance the project. It appears that resolution of the property owners concerns is not possible at this point.

MAIN STREET - UGLOW STREET (DALLAS)
Dallas-Rickreall Highway
Polk County

Addendum
4/19/82

This latest proposal and estimate (alternate 1) includes the traffic signal installation and channelization with a three-lane section and curbs on East Ellendale Avenue from 10+50 to 25+50 as requested by the City of Dallas. The minimum curb to curb width would be 44' with a striped 35:1 taper from Sta. 23+60 to Sta. 25+50. An estimated cost for this proposal is $420,000. This plan is recommended by Region. Since the programmed amount for this project is $300,000 a second alternate, (alternate 2) with the traffic signal installation and channelization with a three-lane section and curbs from Sta. 10+50 to Sta. 19+00 has also been prepared with an estimated cost of $307,000. This is closer to the programmed amount of $300,000.

Driveways have been located as proposed by the City of Dallas. The new 40' street planned at 18+65 left will not be necessary at this time and has been replaced with a 30' driveway at request of Dave Sheay, Dallas City Engineer.

Modified special inlets have been provided for parking lot drainage as requested by the City of Dallas. Tees should be used and are specified at all blind connections to the mainline storm sewer. In addition, tees should be placed in mainline storm sewer at locations directed by the Engineer, sewer pipe installed to the R/W line and plugged for future connections.

Storm sewer is planned left and right from Uglow east. The left side is presently commerically developed and the new storm system can be utilized by outletting into the existing ditch at the east end at Sta. 26. The right side is not commercially developed at this time and the new system will be lower than the existing ditch line at the east end Sta 26. It will have to be plugged until it can be extended east on some future contract.

Right of Way: The RCBC extension has been increased to five feet requiring 15 feet additional right of way rather than ten feet from Sta 15+50 to Sta 15+80 left, as originally proposed. A 15' construction easement will be needed from Sta 15+30 to Sta 15+50 left and Sta 15+80 to Sta. 16+00 left.

The sidewalks are to be built by the City of Dallas. Dave Shea, City of Dallas Engineer, says the City of Dallas will hold a public hearing when plans are set for this project and followup immediately with construction of sidewalks. They will acquire any easements needed

MAIN STREET-UGLOW STREET (DALLAS)

Additional Right XXXXX Lane - Orchard to Rainbow St. on Main St
Turning radius to Orchard on Ellendal

Revision of traffic island

NARRATIVE REPORT

Richreall-Dallas Hgihway
Polk County
July 1982

HISTORY: The purpose of this survey is to provide a second right lane on Main Street from Orchard Dr to Rainbow Street and on Ellendale Avenue from the turning radius to Main to Orchard Drive. The additionf of these lanes requires a revision of the island at this intersection and of the turning radius from Ellendale to Main Street. The job is to be included in the Main Street-Uglow Street (Dallas) project which was submitted to Location Section April 19, 1082.

TYPICAL SECTION: The typical section provides a 12-foot lane, a 14-foot lane, typex-C curbs, and 4-1/2-foot PCC walk. The section will be cut out at the exiwtint curb 1.25 feet to accommodate 11" cement treated base and 4" A.C. Alll work is on the right.

R/W: Additionalxx?Wxx R/W will be necessary at the intersection of Rainbow Axxxxxx and Main Streets. The area is approximately Sq.Ft. The taking is from the Union 76 Service Staion.

BID ITEMS:

Items 1 - 5: No Special Comments.

No. 6: Removal of Structures and Obstructions includes curbs and walk, (350± feetm 2 PCC planterx boxes and a lanscaped island with curb. There is a sprinkler system on the island and several signs.

6. General Excavation. There is 114 cu.yd. excess which will become the property of the contractor at the point of excavation.

995 ~

Ira 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 29, 1982

Gwen Van Den Bosch, Mayor
City of Dallas
PO Box 67
Dallas, OR 97338

The Department of Transportation is proposing a street improvement on the Dallas-Rickreall Highway (E. Ellendale) from Main Street to Uglow Avenue. This section of highway lies within the Dallas city limits.

In accordance with ORS 373.015, notice is given that we plan to acquire additional right of way within the Dallas city limits for highway purposes. If you or the City Council have any remonstrances or objections, a public hearing may be held in accordance with the stipulations of the law.

The law requires that if you have objections to the proposed acquisition of right of way, you so indicate within ten days after receipt of this notice. It would be appreciated if you would notify us in writing if there are no objections to the proposal.

A copy of the law referred to and a copy of the map showing the right of way to be acquired are attached for your convenience. If you have any questions concerning the project, feel free to contact me at the address or phone number on the letterhead.

C. O. Fredrickson

C. O. Fredrickson, P.E.
REGION 2 ENGINEER

POS/rgb
cc: H. S. Coulter
D. H. Moehring
F. E. Terpin

RECEIVED
STATE HWY ENGR
DEC 30 '82
REFER TO
Schwartz
FOR
Info X | Inves | R/D | D/R | Sign | Act | File X

NOTED
W. E. SCHWARTZ

734-1867

9952

189 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: December 21, 1982

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: ~~Main Street-Uglow Street (Dallas)~~
Dallas-Rickreall Highway
Polk County

Having reviewed the preliminary plans for subject section, I find that we need to acquire several small parcels of right-of-way to complete the project.

By this letter, I am requesting that you prepare sufficient data to notify the Mayor and City Council of Dallas as to our intent per Oregon Revised Statute 373.015. Also ask them to submit their response in writing to complete our file.

FET:DB:ge

cc J. H. Versteeg
W. H. Wakerlig
Don Thurston
W. N. Hackleman

1 Versteeg
Anderson
2 Adams
Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Action

REFERRED TO

Beard Steudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

9952

MAIN ST.-UGLOW ST. (DALLAS)

Dallas-Rickreal Highway
Polk County

Addendum to Narrative
December 8, 1982

This project was first submitted into the Location Section in April of 1982. The addition of a right-turn lane on Main Street from Orchard Drive to Rainbow Street was submitted in July of 1982. The addition of these lanes required a revision at the intersection and of the turning radius from Ellendale to Main Street. The project was returned to Region for further revisions to meet recommendations from the Traffic Section and the City of Dallas for the intersection in November of 1982.

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Continued...

normal construction limits of Main Street at Orchard Drive would be constructed under this contract and would be paid by the City of Dallas by agreement. These quantites have, therefore, been included in the estimate with the costs to be paid by the City of Dallas subtracted from the total estimate.

The Time Oil Co. property at the corner of Orchard and Ellendale is under consideration for new development. We have been working with the City and the owner to resolve the issues of access.

Traffic Section has determined that any entrances within the signalized intersection would reduce the level of service to an unacceptable value. The property owner wants another access to the Time Oil property east of Orchard. This situation is unresolved at present.

The City has concurred in the proposal we are submitting and expressed the desire to advance the project. It appears that resolution of the property owners concerns is not possible at this point.

City of Dallas

REGION 2 ENGINEER
RECEIVED
DEC - 7 1982
RE
RE RCE RME RTE ROE
DLE GEO RSO ENV RFE

December 6, 1982

C. O. Fredrickson, P. E.
Region Engineer
Region 2
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Fredrickson:

As per our previous agreement, I have forwarded the modified traffic plan for signalization at the Main and Ellendale intersection to the City Council for their approval. As you are aware, the new plan calls for a four-phase signal at the intersection with an entrance-only off of Main Street onto Orchard Avenue. At the Council meeting, the City Council did agree that the City would assume a portion of the responsibility to modify Orchard Avenue so it functions as an entrance only. I have attached a copy of a map which outlines in red what we feel to be our responsibility as a portion of this project. As you will note, it is our understanding from the meeting of November 12 in your office that the State will be assuming as a part of the project the responsibility for that section in blue.

At their meeting, the City Council continued their support for insuring that at the time the traffic signal is installed, that the project include four lanes of traffic through the intersection to Rainbow and that there will be three lanes of traffic going from the intersection east to just beyond Uglow.

The City Council has again gone on record as saying this is our number one project with the State for the next year, and we certainly hope the improvements can be accomplished as soon as possible.

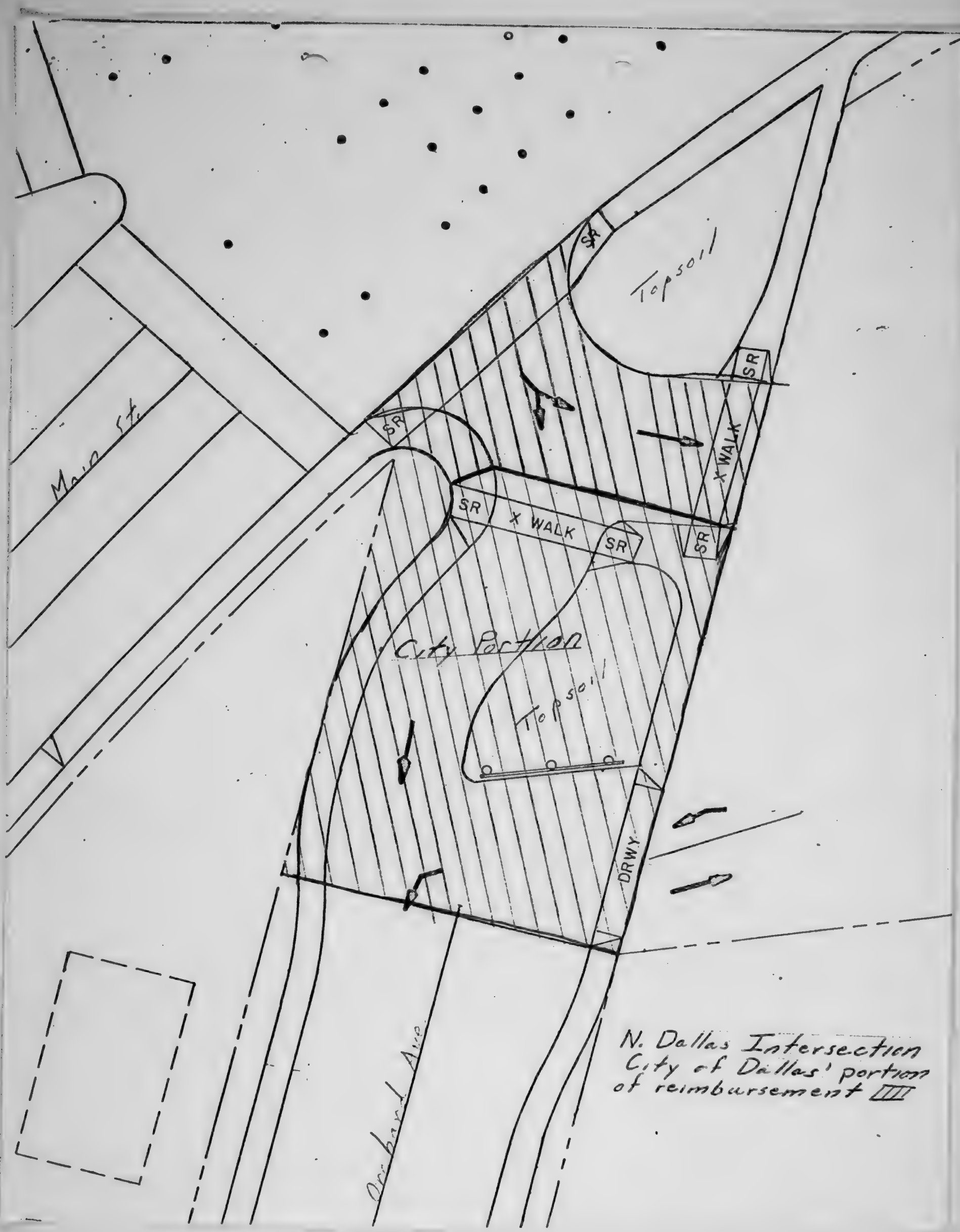
P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

We look forward to working with you to accomplish this project, and if there is at any time any questions or concerns, please feel free to contact us. We do appreciate your assistance on this project as we feel it is vital to the improvement of our community.

Yours very truly,

Roger G. Jordan
City Manager

RGJ/dmj



N. Dallas Intersection
City of Dallas' portion
of reimbursement III

MAIN STREET-UGLOW STREET (DALLAS)

Additional Right XXXXX Lane - Orchard to Rainbow St. on Main St
Turning radius to Orchard on Ellendale

Revision of traffic island

NARRATIVE REPORT

Rickreall-Dallas Hgihway
Polk County
July 1982

HISTORY: The purpose of this survey is to provide a second right lane on Main Street from Orchard Dr to Rainbow Street and on Ellendale Avenue from the turning radius to Main to Orchard Drive. The additionf of these lanes requires a revision of the island at this intersection and of the turning radius from Ellendale to Main Street. The job is to be included in the Main Street-Uglow Street (Dallas) project which was submitted to Location Section April 19, 1082.

TYPICAL SECTION: The typical section provides a 12-foot lane, a 14-foot lane, type-C curbs, and 4-1/2-foot PCC walk. The section will be cut out at the exiwtint curb 1.25 feet to accommodate 11" cement treated base and 4" A.C. Alll work is on the right.

R/W: Additionalxx2Wxx R/W will be necessary at the intersection of Rainbow AxExMEx and Main Streets. The area is approximately Sq.Ft. The taking is from the Union 76 Service Station.

BID ITEMS:

Items 1 - 5: No Special Comments.

No. 6: Removal of Structures and Obstructions includes curbs and walk, (350± feetm 2 PCC planterx boxes and a lanscaped island with curb. There is a sprinkler system on the island and several signs.

6. General Excavation. There is 114 cu.yd. excess which will become the property of the contractor at the point of excavation.

9952

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: DON THURSTON
REGION 2

DATE: 17 NOV. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
KINGS VALLEY HWY — ECL DALLAS
DALLAS - RICKREALL HWY
POLK COUNTY
127 - 1975

Function 901, PROJECT MANAGER charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-15-83 (date) $ 32,164.38

Funding needed from 10-15-83 (date) to completion $ 3,835.62

Total amount needed $ 36,000
SA
$ 25,000.

Justification (not in generalities):

See Attachment.

RECEIVED
NOV 30 1983
LOCATION SECTION

REGION LOCATION SUPERVISOR
RECEIVED
NOV 18 1983
RLSPV. ASS'T O.M. CREW

FET:RTN:ge

81-125-1387

10,651

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: Don Adams
Final Design

DATE: 17 Nov. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
Kings Valley Hwy - ECL Dallas Main St. - Uglow
Dallas-Rickreall Hwy
Polk County
127-1975

Function 905, Final Design charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-15-83 (date) $ 10,936.63

Funding needed from 10-15-83 (date) to completion $ 1 263 .37

Total amount needed $12,200 0
S A
$5,000.

Justification (not in generalities):

RECEIVED
NOV 28 1983
LOCATION SECTION

Vertrees
Anderson
2 Adams
Macnab
Brandenmeyer
Terpin
Trout
Wolensky

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

FET:RTN:ge

81-125.1387

Contains Recycled Materials

Main St - Uglow St. (Dallas)
Polk County
Dallas - Rickreall Hwy

Preliminary Engineering Charges (905)

There have been several significant changes on this project.

1. The intersection of Main, Ellendale, and orchard was revised by the traffic section in order to obtain the necessary traffic capacity to function.

2. Numerous driveways were changed or added at the request of the Region and City.

3. The storm drainage system had to be revised and reworked.

4. A number of other miscellaneous items were changed or added at the request of the City, Region, and R/W negotiations.

The result is that it has double the design and drafting time to produce the plans.

RECEIVED
NOV 2 8 1983
LOCATION
SECTION

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: H. WAKERLIG
R/W

DATE: 17 NOV. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
KINGS VALLEY HWY - ECL DALLAS
DALLAS-RICKREALL HWY
POLK COUNTY
127-1975

Function 909, R/W DESCRIPTIONS charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-15-83 (date) $ 6,736.38

Funding needed from 10-15-83 (date) to completion $ 500.00

Total amount needed $ _____

SA $ 2,000.

Justification (not in generalities):
Project length and typical section revised after descriptions were prepared. Current project covers 39 parcels. City ?? requested change.

RECEIVED
NOV 28 1983
LOCATION SECTION

FET:RTN:ge

1 Vertrees
Anderson
Adams
Hannah
Brandenmoyer
Terpin
Trout
2 Wakerlig

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

Do ot File
Return to
Bring Up
Attach

81-125-1367

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: VERN TABERY
TRAFFIC

DATE: 17 NOV. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
KINGS VALLEY HWY - ECL. DALLAS
DALLAS-RICKREALL HWY
POLK COUNTY
127-1975

Function 911, TRAFFIC SECTION charges for the subject project
☒ have substantially exceeded
☐ apparently will exceed
the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

L. E. GEORGE

Expenditures on record through 10-15-83 (date) $ 10,223.88

Funding needed from 10-15-83 (date) to completion $ 2500.00

Total amount needed $

SA $ 5,000.

Justification (not in generalities):

11-22-83 Considerable work in traffic analysis was necessary prior to signal design - cost was not included in A.S. Signal design was revised once and Region is holding preliminary plans awaiting city approval. Additional revision will probably be needed.

Bruce Taylor

NOTED
DWAYNE HOFSTETTER

RECEIVED
NOV 18 1983
TRAFFIC ENGINEERING

FET:RTN:ge

81-125.1367

Contains Recycled Materials

Section Main St - Uglow St (Dallas) / Kings Valley Hwy - ECL (Dallas)

Highway Dallas Rickreall

County Polk

...ORIZATION OR AUTHORITY FOR SURVEY/LOCATION PROSPECTUS

Authority for Survey # 2566

Prefix (only if for additional funding) # 127-1975

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		Spent Thru 11-15-82	Auth By SA # 2	Funds to Be Added to SA # 2: Add'l Funds Required by Resident	Add'l Funds Required By Region	Add'l Funds Required by Salem	total needed for a Compl. Project
Project Manager	901	6962	5000	10000			15000
Citizens involvement	902						
Payment to local government	903						
Consultant fees	904						
Final Design	905					3500	3500
Bridge Design	906						
Preliminary Design	907						
Right of way descriptions	909						
Soils and geology	910				1000		1000
Signing (traffic dept.)	911				600	2800	3400
Landscape department	912						
Right of way - liaison & relocation	913						
Utility liaison	914	410			700		700
Photogrammetry	916						
Inventory needs	917						
Reconnaissance & Hydrology	918					500	500
Engineering graphics	919						
Project Management	920	15				200	200
Specifications	921					2000	2000
Administrative Services (engineering)	922					100	100
Environmental Section	923				200	200	400
Department of Transportation	924						
Air Monitoring	925						
Foundation investigation	926						
Free Bridge Design to county	927						
Training courses, confer. & seminars	950	53				100	100
Employee relocation asst. program	955						
Personal leave	960	106				100	100
Historical sites inventory	975						
Public hearing charges	980						
EEO monitoring expense	985						
"Non-State" employees travel	986						
TOTALS		7547	5000	10,000	2500	9500	27,000

1-20-82

Signature _____

Date _____

79521

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

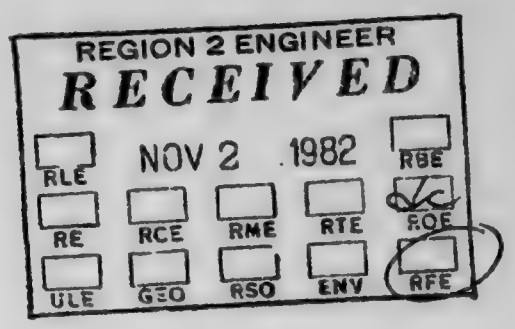
TRA 7-6

TO: C. O. Fredrickson ATTN: P. O. Stearns
Region 2 Engineer

DATE: November 1, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Installation
Dallas-Rickreall Highway at Kings Valley Highway
Polk County



We have reviewed the latest proposal for the traffic signal installation at the subject intersection.

We are opposed to the dual left-turn arrows in the left-turn lane that is within the intersection. Left-turn arrows in this section should be limited to eastbound left turns from Main Street only. Crosswalks are acceptable as shown on the plan. If a crosswalk is needed across Ellendale, we suggest a marked crosswalk on the west side of the Safeway driveway.

In summary, this design proposal provides the desired Level of Service "C" or better and is operationally acceptable to the Traffic Engineering Section, with the exception of the dual left-turn lane.

L. E. George
Traffic Engineer

WC:ds
Attachment

81-125-1307

Contains Recycled Materials

9111 7-23-82 Ira 7-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-66(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10070

2A. COUNTY NAME: Polk

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/23/82	Primary 66	Secondary 189

10. GENERAL LOCATION:

Kings Valley Highway - ECL (Dallas) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 7/22/82 I approve the revised Preliminary Engineering Costs to a TEC of $46,000 Federal Funds $40,548.

(Increase TEC $19,000 Federal Funds $16,748)

RECEIVED
STATE HWY ENGR
JUL 26 '82

Orig 7-28-82

REFER TO Mehring
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/23/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12 79) PREVIOUS EDITIONS MAY BE USED

9952

HIGHWAY DIVISION - LOCATION UNIT PRO 6

D. H. Moehring
Program Management Engineer

July 20, 1982

Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

Kings Valley Highway-ECL (Dallas) Section
Dallas-Rickreall Highway
Polk County
F-66(1)

Preliminary engineering costs to develop the subject project will exceed the current authorization. To assist you in requesting additional federal funding, we offer the following comments:

(1) The current design requires more right-of-way. This was unanticipated and has required considerable work in defining and describing the existing right-of-way. It also requires liaison and descriptions work.

(2) A Traffic Section review of the proposed treatment of the complex Dallas-Rickreall/Kings Valley/Orchard Drive/Ellendale Avenue intersection has caused modification of the field design and estimate.

(3) A liaison has been maintained with city officials regarding street closures, parking restrictions, etc.

Present Authorization	$ 27,000
Additional Request	19,000
Total Estimated Cost	$ 46,000

Attached is a listing of anticipated charges by P.E. functions.

FET:JWG:ge
Attachment

cc C. O. Fredrickson w/attachment

bc P. Lewellyn w/attachments

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 15 000	$ 25 000
902	Citizens Involvement		
903	Local Government		
904	Consultants Fees		
905	Final Design	3 500	5 000
906	Bridge Design		
907	Preliminary Design		
909	R/W Descriptions		2 000
910	Region Geology	1 000	1 000
911	Traffic Section	3 400	5 000
912	Landscape Department		
913	R/W - Liaison		500
914	Region Utility Liaison	700	1 000
915	Audit Services		
916	Photogrammetry		
918	Location	500	500
920	Program Management	200	200
921	Specifications	2 000	2 500
922	Adm Services (Engineering)	100	100
923	Environmental Section	400	200
924	DOT-Planning		
925	Air Monitoring		
926	Structural Foundations		
927	Bridge Design for Counties		
932	R/W Utility Engineer		100
933	Surfacing Engineer		1 000
934	Chief Geologist		
935	Soils Engineer		
936	Region Traffic		1 400
937	Hydraulics		
938	Region Environmental		200
949	Urban Studies Unit		
950	Training Courses	100	200
955	Employee Reloc. Assistance		
960	Personal Leave	100	100
961	Administrative Leave		
980	Public Hearing Charges		
985	EEO Monitoring Expense		
		$ 27 000	$ 46 000

SECTION: Kings Valley Hwy - ECL (Dallas)

HIGHWAY: Dallas - Richreall

COUNTY: Polk

PREFIX: F-66(1) 127-1975

9752

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main Street - Uglow Street (Dallas) Date June 21, 19 82

Highway Dallas - Rickreall #189 Authorization No. 4

County Polk #27 Survey Prefix 127-1975
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the junction of Main Street (Kings Valley Highway) with the Dallas - Rickreall Highway at M.P. 0.00 on the Dallas Rickreall Hwy. The easterly terminus is at M.P. 0.2 (Uglow Street). Length is 0.2 miles.

Proposed:
Install traffic signal at intersection of Main Street and Dallas Rickreall Hwy. Construct continuous left turn lane from Main Street to Uglow Street.

F-66(1)
7-23-82

Purpose of survey:

Prepare plans, specifications and estimate for construction project.

Estimate of Cost:

Project Manager	(901)	$25,000	Specifications	(921)	2,500
Final Design	(905)	5,000	Adm. Serv. (Eng)	(922)	100
R/W Descriptions	(909)	2,000	Environmental Section	(923)	200
Region Geology	(910)	1,000	Utility Engineer	(932)	100
Traffic Section	(911)	5,000	Surfacing Engineer	(933)	1,000
R/W Liaison	(913)	500	Region Traffic	(936)	1,400
Utility Liaison	(914)	1,000	Region Environmental	(938)	200
Location	(918)	500	Training	(950)	200
Program Management	(920)	200	Personal Leave	(960)	100

Bring up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 26 1982
LOCATION SECTION

Total estimated cost of survey . . . . . $ 46,000

Previous authorization 27,000

Additional authorization requested 19,000

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:
Don Thurston
Field Engineer
Don Thurston

Recommended for Approval:
Frank E. Perkins
Location Engineer

Recommended for Approval:
Harold Kimmet
Regional Engineer

Approved:
G. I. Huntington
Assistant State Highway Engineer

SP*19760-734

1952

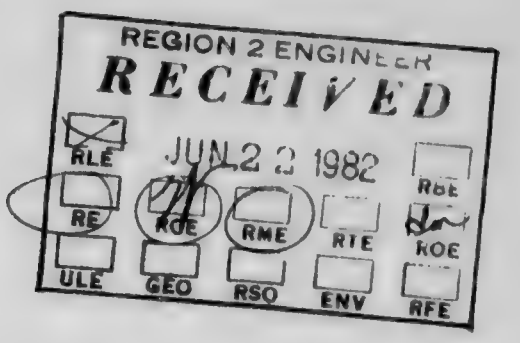
STATE OF OREGON

INTEROFFICE MEMO
File 127-1975

TO: C. O. Fredrickson, P.E.
Region 2 Engineer

DATE: June 21, 1982

FROM: Don Thurston
Region Location Supervisor



SUBJECT: Main Street - Uglow Street (Dallas)
Dallas-Rickreall Highway
Polk County
Prefix 127-1975

Attached for approval and forwarding is Authority for Survey No. 4 for the subject project. This project has overrun the anticipated costs for the following reasons:

1) The concept of the project has changed since it was started. This has required additional field and office work.

2) The current design requires purchase of additional R/W. This has required considerable work to define and describe the existing R/W. This required additional field work also.

3) Additional office work was required to modify field design plans and estimate.

4) Some office work remains to complete the project for submittal to Location. Some changes will be made to the plans and estimate when discussions with the City are finished. Some work on the R/W centerline definition remains also.

The total estimated total costs of Region functions are:

Project Manager	(901)	25,000
Soils & Geology	(910)	1,000
Traffic	(911)	1,400
Liaison	(913)	500
Utility	(914)	1,000
Environmental	(923)	400

Attachment
ct
cc: File

Contains Recycled Materials

TRA 7-8

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: June 10, 1982

FROM: Gerald Wimer
Region II Construction Engineer

SUBJECT: Project Overrun
Main Street-Uglow Street (Dallas)
Dallas - Rickreall Highway

The 1980-85 Six Year Highway Improvement Program includes $300,000 to "channelize - signal (ize) 0.2 mile." On May 12, according to the attached letter, you authorized, including the tapers, resulting in a 0.3 mile, $420,000 project.

Subsequently, the Traffic Section reported they anticipated "F" levels of service at the signal unless additional lanes were added. We studied their report and downscoped it as much as possible, concluding the addition of a 600-foot lane at an additional cost of $28,000 would suffice, providing the City of Dallas cooperated by either closing Orchard Drive south of the intersection or reducing the time available for that particular movement.

We, therefore, respectfully request that you authorize a .42 mile length at a total cost of $448,000, subject to the cooperation of the City of Dallas relative to the southerly leg of Orchard Drive.

We are proceeding to contact the City on this matter. We anticipate their requesting sidewalk construction be included in the project at their expense. We know of no reason not to oblige them.

GW:lj

cc: D. E. Swan
Bud Mann

RECEIVED
STATE HWY ENGR
JUN 11 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Approved - Warren E. Schwartz

cy Wimer
Hunter
6-14-82 Moehring

Contains Recycled Materials
81-125-1307

SP*75883-125

9752

Dec. 187

ROAD DESIGN SECTION 378-6558 DES 16

C. O. Fredrickson
Region 2 Engineer, SALEM

June 8, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Main St.-Uglow St. (Dallas) Section
Dallas-Rickreall Highway
Polk County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 8 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:\

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

995.2

Sec. 189 N

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz, P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DATE: May 10, 1982

FROM: C. O. Fredrickson, P.E.
REGION II ENGINEER

Versteeg ✓
Anderson ✓
Adams ✓
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 17 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

SUBJECT: Project Overrun
Main Street - Uglow Avenue
Dallas - Rickreall Highway

For some time, the City of Dallas has requested a 0.6 mile extension of the existing three lane section to their easterly city limits in order to serve three main intersecting side streets. Such a project was included in an underfunded manner in the 1980-1985 Six-Year Highway Improvement Program.

During the last Six-Year Program update, they expressed a willingness to cut the project back provided a signal was installed at Main Street. The current program presently shows a 0.2 mile section, signal and $300,000.

The 0.2 mile is the distance between Main Street and the first main side street, Uglow Avenue. However, the tapers in either direction result in a 0.3 mile project and a $420,000 estimate which we respectfully ask that you authorize. The Final Design Section is awaiting your decision.

For your convenience, a sketch map is attached showing the approximate project limits as surveyed.

RECEIVED
TECHNICAL SERVICES
MAY 14 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

COF/cal

Attachment

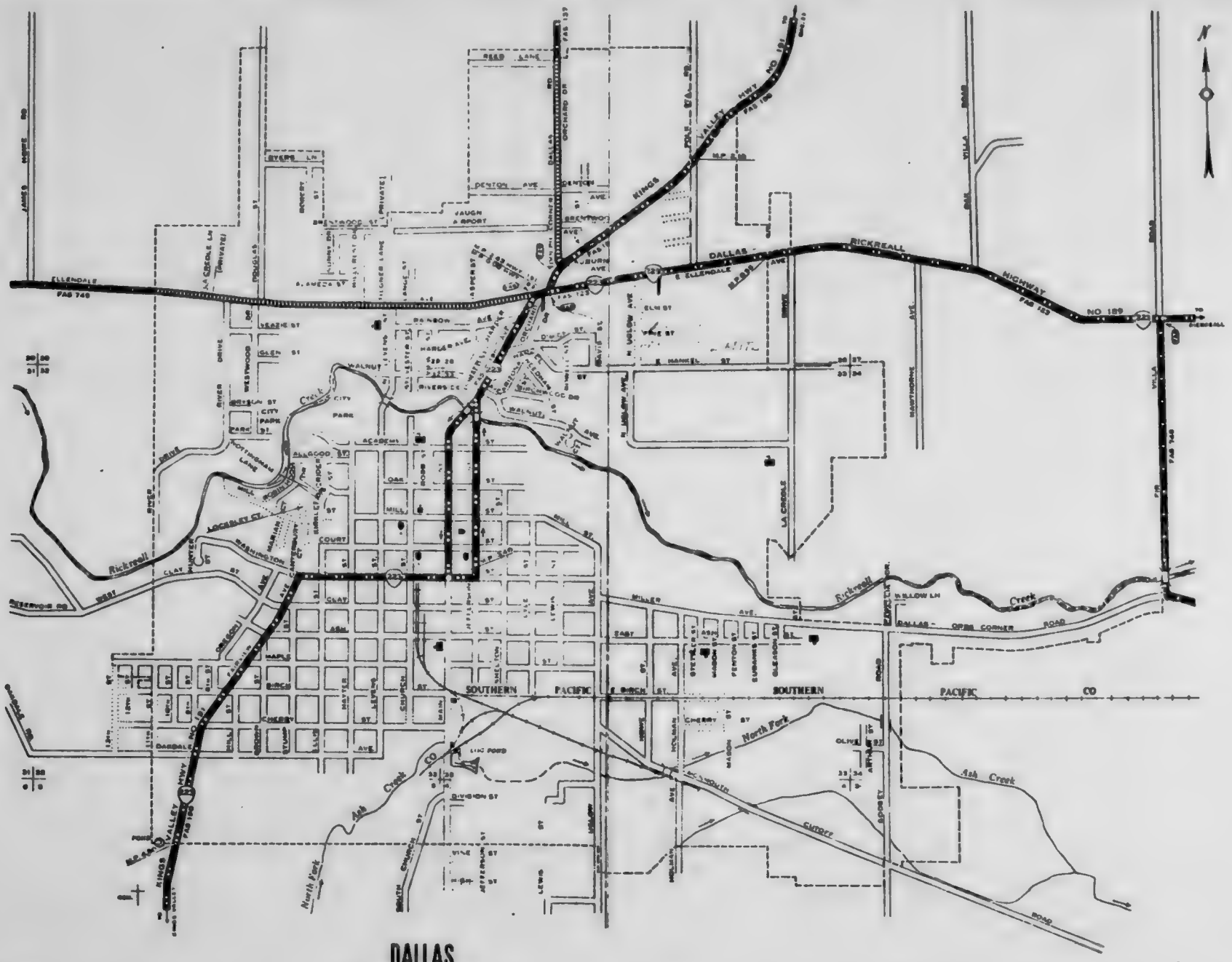
cc: D. E. Swan
Bud Mann

RECEIVED
STATE HWY ENGR
MAY 11 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5-12-82
Approved W. E. Schwartz
by Fredrickson
Hunter
Moehring

NOTED
W. E. SCHWARTZ
5-14-82

Hal - Who is waiting?
I hope we are for this
kind of thing Ed



DALLAS

POLK COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 6,250

Scale in Feet

Revised August 1970

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

DALLAS

POLK COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
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- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

9952

MAIN STREET - UGLOW STREET (DALLAS)
Dallas-Rickreall Highway
Polk County

Addendum
4/19/82

This latest proposal and estimate (alternate 1) includes the traffic signal installation and channelization with a three-lane section and curbs on East Ellendale Avenue from 10+50 to 25+50 as requested by the City of Dallas. The minimum curb to curb width would be 44' with a striped 35:1 taper from Sta. 23+60 to Sta. 25+50. An estimated cost for this proposal is $420,000. This plan is recommended by Region. Since the programmed amount for this project is $300,000 a second alternate, (alternate 2) with the traffic signal installation and channelization with a three-lane section and curbs from Sta. 10+50 to Sta. 19+00 has also been prepared with an estimated cost of $307,000. This is closer to the programmed amount of $300,000.

Driveways have been located as proposed by the City of Dallas. The new 40' street planned at 18+65 left will not be necessary at this time and has been replaced with a 30' driveway at request of Dave Sheay, Dallas City Engineer.

Modified special inlets have been provided for parking lot drainage as requested by the City of Dallas. Tees should be used and are specified at all blind connections to the mainline storm sewer. In addition, tees should be placed in mainline storm sewer at locations directed by the Engineer, sewer pipe installed to the R/W line and plugged for future connections.

Storm sewer is planned left and right from Uglow east. The left side is presently commericially developed and the new storm system can be utilized by outletting into the existing ditch at the east end at Sta. 26. The right side is not commercially developed at this time and the new system will be lower than the existing ditch line at the east end Sta 26. It will have to be plugged until it can be extended east on some future contract.

Right of Way: The RCBC extension has been increased to five feet requiring 15 feet additional right of way rather than ten feet from Sta 15+50 to Sta 15+80 left, as originally proposed. A 15' construction easement will be needed from Sta 15+30 to Sta 15+50 left and Sta 15+80 to Sta. 16+00 left.

The sidewalks are to be built by the City of Dallas. Dave Shea, City of Dallas Engineer, says the City of Dallas will hold a public hearing when plans are set for this project and followup immediately with construction of sidewalks. They will acquire any easements needed

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 127-1975 Highway Dallas - Rickreall Section King Valley Hwy - E.C.L. (Dallas)

Highway Class C Date 3-22-82

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy).
X				b. Small Scale Ownership Map.
		X		c. Abandonment Map.
	X			d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
X				g. Location Profile.
X				h. Located Line Cross Sections.
		X		i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
		X		l. Coordinate Sheets.
		X		m. Clearing and Grubbing Chart.
				n. Report on Bench Mark Recoveries (Form E-369)
				(1) Description of Bench Mark (Form E-185).
				(2) Report on Condition of Bench Mark (Form E-186).
	X			o. Photostats of Deeds and Legal Instruments covering Ownerships.
X				p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
	X			q. Property Appraisal and justifications for alternate facilities.
	X			r. Preliminary Soils and Material Report.
		X		s. Statement of Source of Materials and Stockpile Site (Form E-368).
		X		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
	X			u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
	X		2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
			3.	Have all required temporary easements been designated as to area, type and duration?
			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
			8.	Have you been over this project with a Soils representative?
			9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
		X		e. Rip Rap Work.
		X		f. Irrigation Ditches.
		X		g. Special Drainage Ditches.
		X		h. Channel Changes.
		X		i. Flumes.
X				j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
	X		13.	Will there be unusual difficulty in handling traffic during construction?
			14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Warren E. Mueller
Locating Engineer

Address Salem

ALTERNATE 1

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 4-13-82

Section MAIN ST.-UGLOW ST. (DALLAS) (STA. 10+00 TO STA. 26+00) County POLK

Kind Of Work GRADING & PAVING (SIGNALIZATION) Length 1550' Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	MOBILIZATION 7% (241,295)	110	L.S.			16,891
2.	TEMP. PROT. & DIRECTION OF TRAFFIC 3% (234,207)	111	L.S.			7,038
3.	TEMPORARY SIGNS	111	Sq.Ft.	204	6.00	1224
4	TEMPORARY BARRICADES	111	EACH	4	125.00	500
5	FLAGGING	111	HR.	300	22.50	6,750
6	REMOVAL OF STRUCTURES & OBSTRUCTIONS	202	L.S.	—	—	7500
7.	GENERAL EXCAVATION	203	C.Y.	1804	7.00	12,628
8.	TRENCH EXCAVATION	206	C.Y.	1002	9.00	9018
9.	FINISHING ROADBED & SLOPES	222	L.S.	—	—	1500
10	AGGR. SHOULDER MATL. (3/4-0)	304	TONS	130	11.00	1,430
11.	CEMENT TREATED BASE	308	TONS	2770	14.00	38,780
12	CEMENT IN C.T.B. (11")	308	TONS	152	85.00	12,920
13.	ASPHALT IN SEAL	308	TONS	11	250	2750
14.	CLASS "C" A.C. MIX	403	TONS	1,713	34	58,242
15	TACK COAT	407	TONS	1.2	250	300
16.	STRUCTURAL CONC. CLASS 3300	504	L.S.	5 Cy.	—	1000
17	REINFORCING STEEL	505	L.S.	500 lbs	—	500
18	PIPE, HAND RAIL	515	LIN FT	5	40.00	200
19	12" SEWER PIPE CLASS II	603	LIN. FT.	2930	16.00	46,880
20	TYPE CG-3 INLETS	604	EACH	19	500	9500
21	SPECIAL INLETS	604	EACH	11	300	3300
22.	SIDEWALK RAMPS	608	EACH	10	300	3000
23	TYPE "C" CURBS	609	LIN. FT.	3110	5.00	15550
24	ADJUST MANHOLE	628	EACH	1	200.00	200
25	EXTRA FOR A.C. APPROACHE.	610	EACH	1	250	250

ALTERNITE 1

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 4-13-82

ection MAIN ST. - UGLOW ST. (DALLAS) STA. 10+00 to STA. 25+50 County POLK

ind Of Work GRADING & PAVING (SIGNALIZATION) Length _____ Name _____

No.	Item	Code	Unit	Quant.	Unit Cost	Total
26	MAIL BOX POSTS	628	EACH	7	85.00	595
	SUBTOTAL					258,435
	ENGINEERING & CONTINGENCIES	2070				51,687
	TRAFFIC SIGNAL INSTALLATION (COMPLETE)	661	L.S.	—	—	100,000
	STRIPPING & REMOVAL					9400
						419,522

Alternate 2

ON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 3-31-82

ection MAIN ST - UGLOW ST. (DALLAS) County POLK

ind Of Work GRADING, PAVING & SIGNALIZATION Length 900' Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	MOBILIZATION 7%	110	L.S.	—	—	10800
2	TEMP. PROT. & DIRECTION OF TRAFFIC 3%	111	L.S.	—	—	4500
3	FLAGGING	111	HR.	200	22.50	4500
4	TEMPORARY SIGNS	111	SQ. FT.	204	6.00	1,224
5	TEMPORARY BARRICADES	111	EACH	4	125.00	500
6	REMOVAL OF STRUCTURES & OBSTRUCTIONS	202	L.S.	—	—	4000
7	GENERAL EXCAVATION	203	C.Y.	1203	7.00	8421
8	TRENCH EXCAVATION	206	C.Y.	604	9.00	5436
9	FINISH ROADBED & SLOPES	222	L.S.	—	—	1500
10	CEMENT TREATED BASE (11" Depth)	308	TONS	1819	14.00	25,466
11	CEMENT IN CTB	308	TONS	100	85.00	8,500
12	ASPHALT IN SEAL	308	TONS	7	250.00	1,750
13	CLASS 'C' A.C. MIX	403	TONS	1046	34.00	35564
14	TACK COAT	407	TONS	1	250.00	250
15	STRUCTURAL CONC. CLASS 3300	504	L.S.	5 CY	—	1000
16	REINFORCING STEEL	505	L.S.	500 lbs	—	500
17	PIPE HANDRAIL	515	LIN. FT.	5	40.00	200
18	12" SEWER PIPE	603	LIN. FT.	1830	16.00	29,280
19	TYPE CG-2 INLETS	604	EACH	13	500.00	6500
20	SPECIAL INLETS	604	EACH	10	300.00	3000
21	SIDEWALK RAMPS	608	EACH	10	300.00	3,000
22	TYPE 'C' CURBS	609	LIN. FT	1810	5.00	9,050

ALTERNATE 2

ON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 3-31-82

ection MAIN ST. - UNION ST (DALLAS) County POLK

ind Of Work GRADING PAVING & SIGNALIZATION Length 900 Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
23	ADJUST MANHOLE	628	EACH	1	200.00	200
24	MAIL BOX POSTS	628	EACH	1	85.00	85
25	ROADSIDE SEEDING & MULCHING	681	ACRE	0.2	1000.00	200
	SUBTOTAL					165,426
	ENGINEERING & CONTINGENCIES 20%					33,085
	TRAFFIC SIGNAL INSTALLATION COMPLETE	661	LS	—	—	100,000
	STRIPING & REMOVAL					9400
	TOTAL					307,911

KINGS VALLEY HWY. - E.C.L. (DALLAS)

MAIN ST. - UGLO ST.

LOCATION NARRATIVE REPORT

The purpose of this survey is to locate the existing facilities and prepare a detail map of the intersection and highway for use in preparing construction drawings for a new Traffic Signal Installation and roadway improvement project.

This installation is a six road intersection, heavily traveled in all directions. This will require an 8 phase signal with indications for four crosswalks.

The City of Dallas officials requested the signal to include traffic signals for intersection of Ellendale Ave. , and Safeway entry with 2 crosswalks.

Utilities; There is a possible conflict of strain wire overhead power line crossing intersection of Orchard Dr. with Dallas-Rickreall Hwy. The removal of curbed islands will cause adjustments and removal of Power, Illumination and Telephone poles. The City has an underground sprinkling system in the large island to be removed. There is a gas line across the north side of intersection which may conflict with pole adjustments. There are 4" and 10" water lines running along the north side of road with several water meters and valves.

The excavation for C.T.B. along shoulders will destroy the existing storm sewer from station 10+00 to 16+00, and both sides of Dallas-Rickreall Hwy. All existing inlets and sewer will have to be replaced, in this area. The existing 12" concrete pipe from station 16+00 - 20+00 on the left, should be

usable or salvagable. depth? condition? type? piecemeal constr?

R/W; The City wishes to build sidewalks and driveways along both sides of the roadway. This will require a 3 foot slope easement on each side, full length. Driveways will require construction easement. The R.C.B. Culvert will require a 3 foot extension on the northerly end with wingwalls requiring a 10 foot additional R/W from station 15+00 - 16+00 left.

The City of Dallas officials requested a 40' radius curb on the N. E. corner of the intersection which will require 10' additional R/W on the N. E. corner of Orchard Dr. and Dallas Rickreall Hwy. intersection.

To provide a left turn lane and bikeway on each side, the shoulders will have to be excavated and replaced with C.T.B., pavement, and curb. A 2" overlay with 1" leveling course is planned for existing roadway, as per surfacing design prepared by J.Scofield.

A new storm sewer system is required as the existing system will be destroyed by excavation. Ten sidewalk ramps will be required to facilitate wheelchairs at crosswalks. Plans for a new street at station 18+65 left, will require a 40' street connection.

Two sets of computations and cost estimate are included. Prices were obtained from Bruce Walton, Cost Analysis.

Wm L Mueller

TRA 7-8

3-9-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-66(1)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Divison

4. PROGRAM NO.

5. ITEM NO. 10070

2A. COUNTY NAME
Polk

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/9/82	Primary 66	Secondary 189

10. GENERAL LOCATION:
Kings Valley Highway - ECL (Dallas) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change See below

RECEIVED
STATE HWY ENGR
MAR 11 '82
REFER TO
McCluy
FOR
Info | Invest | R/D | Br | Surv | File

13. REMARKS

As requested in Mr. Swan's letter of 2/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $27,000 Federal Funds $23,800.

(Increace TEC $18,300 Federal Funds $16,131)

Also, as requested in Mr. Swan's letter of 2/18/82 I approve the program change to include in the character of Preliminary Engineering work Installation of Traffic Signal.

OUG 3-11

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/9/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Ira 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 10070
Project No. F-66(1)
Kings Valley Hwy.-ECL (Dallas) Section
Polk County

I request approval of a minor program change on the subject project to revise the project data and include in proposed work installation of a traffic signal at the intersection of the Kings Valley Hwy. at the Dallas-Rickreall Hwy. The additional preliminary engineering required was requested under our previous letter of February 8, 1982.

Enclosed is a copy of the traffic signal warrants for the proposed signal.

CL:bkc
Enc.

cc: F. Terpin
General Files

Form 734-3122

9952

Se. 189

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

0.1782

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX 127-1975

1 - IDENTIFICATION

PROJECT NAME: Main Street - Uglow Street (Dallas)

HIGHWAY NAME: Dallas-Rickreall | HIGHWAY NUMBER: 189

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Polk	Dallas

LENGTH	MILEPOST NUMBER				
0.3	0.00	TO	0.3	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO | IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The westerly end of the project is the intersection of the Kings Valley Highway and the Dallas-Rickreall Highway. The easterly end is M.P. 0.3 which is about 500 feet easterly of Uglow Street. The westerly end includes all legs of the intersection approximately 300 feet each way. The project includes minor revision of the intersection, signalization and continuous left turn refuge easterly on the Dallas-Rickreall Hwy. This channelization will be extended as far as possible within the funding and will end at a logical point.

This project is a modification of the former Kings Valley Hwy.-ECL (Dallas) survey.

Versteeg ✓
Anderson
2 Adams
3 Olson a.b.
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
FEB 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1980 - 9,400	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
35	AASHTO	☐ LIGHT	☒ MEDIUM	☐ HEAVY

AMENDED PROSPECTUS
Supersedes "Kings Valley - ECL (Dalles) Prospectus. 7/14/80

APPROVED
Location engineer
Date 2/17/82

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	2 - 10'	2 - 4'
MEDIANS	0	1 - 12'
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		No biketrails; bikes may use shoulders.
INTERCHANGES		— —
OTHER:		— —

	YES	NO	MAYBE
Channelization	X		
Frontage Roads		X	
Traffic Signals	X		
Signing	X		
Illumination		X	
Structures		X	
Stage Construction		X	
Pedestrian Crossing		X	
Rest Area		X	
Truck Scale Site		X	
Landscaping			X
Drainage			X
River _____		X	
Stream _____		X	
Storm Sewer			X
Sanitary Sewer		X	
Right of Way		X	
Simple Acquisition		X	
Complex Acquisition		X	
Relocations		X	

	YES	NO	MAYBE
Right of Way (cont.) Improvements		X	
Access Control		X	
Railroad Crossing		X	
At Grade		X	
Separated		X	
Railroad Encroachment		X	
Permits		X	
Conditional Use		X	
Flood Plain		X	
Irrigation District		X	
Water District		X	
Drainage District		X	
Div. of State Lands		X	
Dept. of Geology & Min. Ind.		X	
Corps of Engineers		X	
Coast Guard		X	
DEQ NPS Air Pollution		X	
DEQ NPS Water Pollution		X	
Building		X	
Fish & Wildlife Approval		X	

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY	0	2
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE: June 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Pavement	4"	
Base - Cement Treated Soil	10"	

7 - TYPICAL SECTION AND LOCATION

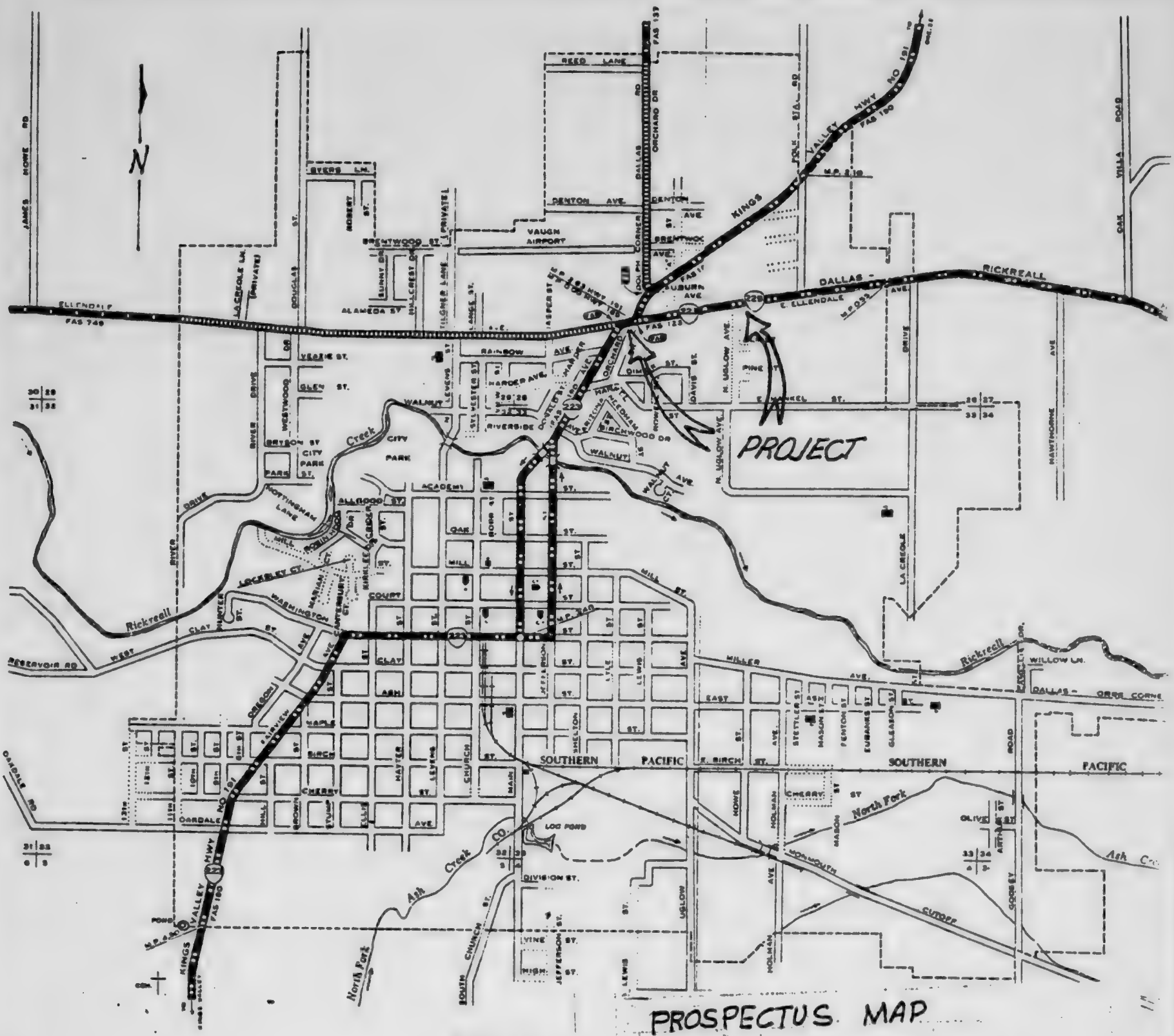
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	300,000	

SUBMITTED BY _____

Don Thurston - Region Location Supervisor



PROSPECTUS MAP

MAIN ST. - UGLOW ST. (DALLAS)
DALLAS-RICKREALL HIGHWAY

POLK COUNTY

4752

HIGHWAY DIVISION - LOCATION UNIT

PRO 6

February 3, 1982

D. H. Moehring
Assistant State Highway Engineer

Frank E. Terpin
Location Engineer

Kings Valley Highway-ECL (Dallas) Section
Dalles-Rickreall Highway
Polk County
F-66(1)

It is anticipated that the preliminary engineering costs to develop a project within the subject section will exceed the current authorization. To assist your office in seeking supplemental funding, we offer the following comments:

The original programming called for three left-turn channelizations. As the survey began, it became apparent that a continuous turning lane would be the practical solution to the traffic problem. The field activities proceeded on that basis with mapping of the entire section. This led to greater-than-anticipated 901 charges. The field estimate, however, indicated a construction cost that would be difficult to finance with the severely limited FAP funds.

The project was reassessed. Based upon prioritized needs, funding contraints, local concerns and a signal warrant investigation, it is now proposed to advance the signalization and channelization of the Kings Valley Highway Junction to contract. The additional field mapping will be retained for future use.

The estimated costs of the other preliminary engineering activities are near normal for the type of work proposed.

Present Authorization	$ 8,700	(TEC)
Additional	18,300	
Total	$ 27,000	(TEC)

Attached is a breakdown by P.E. functions.

FET:JWG:ge
Attachment

cc C. O. Fredrickson w/attachment

bc P. Lewellyn w/attachments

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

	Engineering	AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	2 500	15 000
902	Citizens involvement		
903	Payment to local government		
904	Consultant fees		
905	Final Design	2 500	3 500
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions		
910	Soils and geology	1 000	1 000
911	Signing (traffic department)	600	3 400
912	Landscape department		
913	Right of way - liaison & relocation		
914	Utility liaison	300	700
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology	300	500
919	Engineering graphics		
920	Project management		200
921	Specifications	1 200	2 000
922	Administrative Services - engineering	100	100
923	Environmental Section	200	400
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		100
955	Employee relocation assistance program		
960	Personal leave		100
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 8 700	$ 27 000

Section: KINGS VALLEY HWY - ECL (DALLAS)

Highway: DALLAS - RICKREALL

County: POLK

Prefix: 127 - 1975
F - 66(1)

Section Kings Valley Hwy - ECL (Dallas) Authority for Survey #

Highway Dallas Recreation

County Polk

Prefix (only if for additional funding) # 127-1975

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		Spent Thru 11-15-82	Auth By SA #2	Funds to Be Added to SA # 2: Add'l Funds Required by Resident	Add'l Funds Required By Region	Add'l Funds Required by Salem	total needed for a Compl. Project
Project Manager	901	6962	5000	10000			15000
Citizens involvement	902						
Payment to local government	903						
Consultant fees	904						
Final Design	905					3500	3500
Bridge Design	906						
Preliminary Design	907						
Right of way descriptions	909						
Soils and geology	910				1000		1000
ning (traffic dept.)	911				600	2800	3400
Landscape department	912						
Right of way - liaison & relocation	913						
Utility liaison	914	410			700		700
Photogrammetry	916						
Inventory needs	917						
Reconnaissance & Hydrology	918					500	500
Engineering graphics	919						
Project Management	920	15				200	200
Specifications	921					2000	2000
Administrative Services (engineering)	922					100	100
Environmental Section	923				200	200	400
Department of Transportation	924						
Air Monitoring	925						
Foundation investigation	926						
Free Bridge Design to county	927						
ining courses, confer. & seminars	950	53				100	100
loyee relocation asst. program	955						
rsonal leave	960	106				100	100
torical sites inventory	975						
lic hearing charges	980						
monitoring expense	985						
State" employees travel	986						
TOTALS		7547	5000	10,000	2500	9500	27,000

1-20-82

Signature

Date

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Lewellyn
Location Section

DATE: January 12, 1982

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Kings Valley Hwy-ECL (Dallas)
(Main Street to Uglow Street)
Dallas-Rickreall Highway
Polk County
127-1975

Following is the Region costs to complete the preliminary engineering for the subject project.

		Additional Requested	Authority #2 Budgeted Amount
Field	901	$10,000	$5,000
Soils	910	1,000	-0-
Traffic	911	600	-0-
Utilities	914	700	-0-
Environmental	923	200	-0-

RECEIVED
JAN 12 1982
LOCATION
SECTION

E OF OREGON

INTEROFFICE MEMO

TO: Loren Weber
Region Location Engr.

DATE: March 6, 1981

FROM: John K. Read
Assis. Res. Eng.

SUBJECT: Request For 2nd Authority

The original authority for survey was received Dec. 22, 1980 with 901 monies of $2,500. This authority called for three left turn lanes. As work was about to begin and the project was being discussed a fourth turn lane was called for.

As a reconnaissance survey was made it became immediatly apparent a continuous left turn lane would be required to meet all criteria and this was confirmed in a Team 2 meeting.

In order to comply with this request the entire 0.55 mile section required mapping. The project is within the city limits of Dallas, with a heavy concentration of business establishments which require the entire gamut of utilities. This along with a high traffic load required considerably more field survey time than was orginally scheduled.

Contains
Recycled
Materials
81-125-1387

Main St - Uptown St.
127-1975

1-26-82

Project started out as 3 left turn packets for const.

Region expanded proj ("3 packets would not work") to a continuous left turn lane for 0.6 mile — Auth #2 was approved for field work only and region was instructed to pursue getting modified project approved in the 82-87 HIP. Field work was almost completed.

Project was re-identified in 6 year program for a signal at Kings Vly Hwy & Dallas-Rockwall Hwy. We now need to obtain vicinity map and advance project to contract therefore Auth #3.

L

9952

Form E-30 -(Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main Street - Uglow Street (Dallas) ~~Kings Valley Highway — EOL Dallas~~ Date Janurary 21, 1982

Highway Dallas - Rickreall #189 Authorization No. 3

County Polk #27 Survey Prefix 127-1975 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the junction of Main Street (Kings Valley Highway) with the Dallas - Rickreall Highway at M.P. 0.00 on the Dallas Rickreall Hwy. The easterly terminus is at M P. 0.2 (Uglow Street). Length is 0.2 miles.

Proposed:

Install traffic signal at intersection of Main St. & Dallas-Rickreall Hwy. construct continous left turn lane from Main St. to Uglow St.

Purpose of Survey:

Prepare Plans, Specifications, & Estimate for construction project.

Estimate of Costs:

Project Manager	(901)	$15,000
Fiel Design	(905)	3,500
Soils & Geology	(910)	1,000
Traffic	(911)	3,400
Utility Liaison	(914)	700
Recon & Hydrology	(918)	500
Project Management	(920)	200
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	400
Training & Seminars	(950)	100
Personal Leave	(960)	100

F-66(1)
3-9-82

Bring Up + Adj for concept change

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED JAN 27 1982 LOCATION SECTION

Total estimated cost of survey $27,000

Previous authorization 5,000

Additional authorization requested . 22,000 ~~12,000~~

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P. Lewellyn, Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9952

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Lewellyn
Location Section

DATE: January 12, 1982

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Kings Valley Hwy-ECL (Dallas)
(Main Street to Uglow Street)
Dallas-Rickreall Highway
Polk County
127-1975

Following is the Region costs to complete the preliminary engineering for the subject project.

		Additional Requested	Authority #2 Budgeted Amount
Field	901	$10,000	$5,000
Soils	910	1,000	-0-
Traffic	911	600	-0-
Utilities	914	700	-0-
Environmental	923	200	-0-

RECEIVED
JAN 12 1982
LOCATION
SECTION

GENERAL FILES

TRA 7-8

FORM BI 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 17, 1981

FILE: LOC 17
127-1975

FROM: Frank E. Terpin
Location Engineer

TO: C. O. Frederickson
Regional Engineer
Salem, Oregon

SUBJECT: Kings Valley Hwy-ECL(Dallas)
Dallas-Rickreall Highway
Polk County
Prefix: 127-1975

In response to your letter dated March 6, 1981 requesting Authority for Survey No. 2 for the subject project, the following situations exist:

1) Additional (901) monies will be authorized to finish the survey as proposed in your request.

2) The project as proposed in your letter of justification cannot be advanced to construction.

3) In order to obtain a contruction project as per your proposal it will be necessary to submit this proposal for the 82-87 Six-Year Highway Improvement Program as a modification of the current program.

cc: E. S. Hunter
D. H. Moehring
R. Ewen

FET:pl

RECEIVED
TECHNICAL SERVICES
MAR 17 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9952

STATE OF OREGON

INTEROFFICE MEMO

TO: F. E. Terpin
Location Engineer

DATE: March 11, 1981

FROM: C. O. Fredrickson
Region Engineer

SUBJECT: Supplemental Survey Authority
Kings Valley Hwy-ECL (Dallas) 127-1975

I have attached Authority number 2 to provide additional funding to complete the survey on the subject project.

The reason for the overrun is documented in John Read's letter to Loren Weber.

REFERRED TO
Phil
By Location Engineer
See me

RECEIVED
MAR 16 1981
LOCATION
SECTION

9952

STATE OF OREGON

INTEROFFICE MEMO

TO: Loren Weber
Region Location Engr.

DATE: March 6, 1981

FROM: John K. Read
Assis. Res. Eng.

SUBJECT: Request For 2nd Authority

The original authority for survey was received Dec. 22, 1980 with 901 monies of $2,500. This authority called for three left turn lanes. As work was about to begin and the project was being discussed a fourth turn lane was called for.

As a reconnaissance survey was made it became immediatly apparent a continuous left turn lane would be required to meet all criteria and this was confirmed in a Team 2 meeting.

In order to comply with this request the entire 0.55 mile section required mapping. The project is within the city limits of Dallas, with a heavy concentration of business establishments which require the entire gamut of utilities. This along with a high traffic load required considerably more field survey time than was orginally scheduled.

Contains Recycled Materials
81-125-1367

Form E-30 9952

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Kings Valley Hwy-ECL (Dallas) Date March 6, 19 81

Highway Dallas-Rickreall #189 Authorization No. 2

County Polk #27 Survey Prefix 127-1975
(Assigned by Salem office)

Description of termini, route, length, etc.:

The Westerly terminus is the juction with the Kings Valley Highway, M.P. 0.00. The Easterly terminus is the east city limits of Dallas, mile point 0.55. The length of the project is 0.55 miles.

See Authority #1 for typical section.

Purpose of survey: Prepare plans, specifications and cost estimate to construct a continuous left turn refuge from the westerly terminus to the easterly terminus.

Work approved for Field Survey Only (901)

F-66(1)
12-4-80

Estimate of cost:
Res. Eng'r (901) $5,000.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 23 1981
LOCATION SECTION

Total estimated cost of survey	$5,000
Previous authorization	8,700
Additional authorization requested	<-3,700>
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer

Approved:
State Highway Engineer

State Printing

9752

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: SECTION HEADS
REGION ENGINEERS

DATE: December 30, 1980

FROM: Frank E. Terpin
Location Engineer FET

SECTION: Kings Valley Hwy.-ECL Dallas

HIGHWAY: Dallas - Rickreall
COUNTY : Polk
PREFIX : 127-1975

In regard to the above subject project, please be advised that at this time no work is authorized except field survey (function 901) and no work or charges shall be made except to the 901 function.

When other charges are authorized, written notification will be distributed.

ge

Contains
Recycled
Materials

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 30, 1980

FROM: Loren A. Weber
Region Location Engineer

SUBJECT: Prioritized Surveys
Region 2

TO: Frank E. Terpin
Location Engineer

As per Mr. Fredrickson's instructions, I am attaching authorities for surveys for projects which were previously submitted but returned due to a lack of funding. These are listed below in order of their priority.

1. Wells Corner-Fogarty Creek Section. Guard rail installation
   Oregon Coast Highway - Tillamook County

2. Miller Road - MP 14.2. Siletz Highway - Lincoln County

3. Simmons Creek - Mills Creek Section.
   Oregon Coast Highway - Tillamook County

4. Pacific Highway - Brownsville Section.
   Halsey-Sweet Home Highway - Linn County

5. Kings Valley Highway - ECL Dallas
   Dallas-Rickreall Highway - Polk County

6. Oregon Coast Highway at Logan Road
   Lincoln City, Traffic signal - Lincoln County

7. Albany-Junction City Highway at 24th Street (Albany)
   Traffic Signal - Linn County

The traffic signals shown as priority 6 and 7 are small projects which may be sandwiched in between other jobs and as such, could be inserted any place in the listing.

Finally, the traffic signal for the Oregon Coast Highway at 3rd Street in Yachats has not been returned because though it is to remain on the active listing, we don't plan to do any work on it in the near future.

LOCATION

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

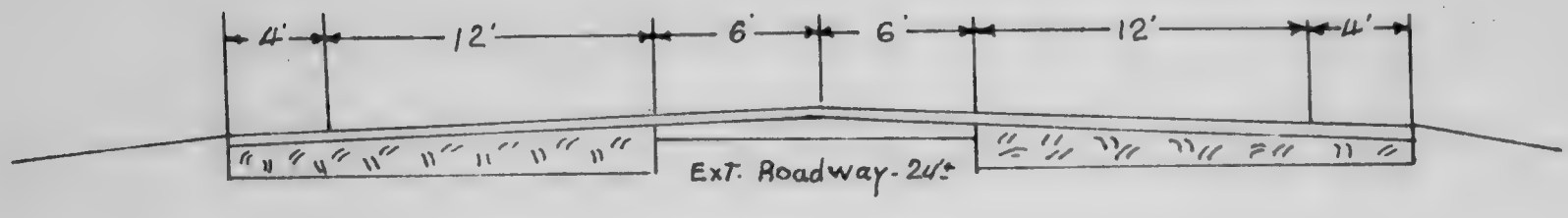
Section Kings Valley Hwy - ECL (Dallas) Date 4/25, 19 80

Highway Dallas-Rickreall Authorization No. 1

County Polk Survey Prefix 127-1975 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is the junction with the Kings Valley Highway, mile point 0.00. The easterly terminus is the east city limits of Dallas, mile point 0.55. The length of the project is 0.55 miles.

Typical Section



Purpose of survey: Prepare plans, specifications and cost estimate to construct left turn lanes at the State Office Building, Polk Station Station Road and Lacreole Drive.

Estimate of Cost:

Resident Engineer	(901)	2,500	Environmental Section	(923)	200
Final Design	(905)	2,500			
Soils & Geology	(910)	1,000			
Signing (Traffic Dept.)	(911)	600			
Utility Liaison	(914)	300			
Reconnaissance & Hydrology	(918)	300			
Specifications	(921)	1,200			
Adm. Services (Engineering)	(922)	100			

F-66(1)
12-4-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 8,700

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

Section Kings Valley Hwy - ECL Dallas, Authority for Survey # 1

Prefix (only if for additional funding) #

Highway Dallas-Rockreall #189

County Polk

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		FUNDS REQUIRED BY RESIDENT		FUNDS REQUIRED BY REGION		FUNDS REQUIRED BY SALEM		TOTAL FUNDS REQ FOR P.E.	
		A	B	A	B	A	B	A	B
Resident Engineer	901		2500						2500
Citizens involvement	902								
Payment to local government	903								
Consultant fees	904								
Final Design	905						2500		2500
Bridge Design	906								
Preliminary Design	907								
Right of way descriptions	909								
Soils and geology	910				750		250		1000
Signing (traffic dept.)	911				300		300		600
Landscape department	912								
Right of way - liaison & relocation	913								
Utility liaison	914				300				300
Photogrammetry	916								
Inventory needs	917								
Reconnaissance & Hydrology	918						300		300
Engineering graphics	919								
Project Management	920						1200		1200
Specifications	921						100		100
Administrative Services (engineering)	922						100		200
Environmental Section	923				100				
Department of Transportation	924								
Air Monitoring	925								
Foundation investigation	926								
Free Bridge Design to county	927								
Training courses, confer. & seminars	950								
Employee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
Public hearing charges	980								
EEO monitoring expense	985								
"Non-State" employees travel	986								
TOTALS			2500		1450		4750		8700

Signature _____ _____ 5-23-80 _____

Date _____ _____ _____ _____

9952

Tra 7-8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-4-8

FEDERAL AID PROJECT NO. -66(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10070

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

12-15

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info | Invest | R/D | Dvlp | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12/4/80	Primary 66	Secondary 189

GENERAL LOCATION:

Kings Valley Highway - ECL (Dallas) Section

Lt. Turn Refuge

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- XX ☒ PREPARATION including utility preparatory work
  TEC $8,700 - F.F. $7,669
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/24/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/4/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-455

9952

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-14-80

189 N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 4/25/80

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Kings Valley Highway - ECL (Dallas)

HIGHWAY NAME: Dallas-Rickreall

HIGHWAY NUMBER: 189

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Polk	Dallas

LENGTH	MILEPOST NUMBER				
0.6	0.00	TO	0.55	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Lt. Turn Refu

PROJECT DESCRIPTION

The westerly terminus is the intersection with the Kings Valley Highway, mile point 0.00. The easterly terminus is the east city limits - mile point 0.55. The length of the project is 0.55 miles. The proposed work is the construction of left turn refuges at the State Office Building, Polk Station Road, and Lacreole Drive.

1 Versteeg ✓
Anderson
2 Christenson
3 Olson
Sullivan
Tarpin
Trout
4 Wakering Route

RECEIVED
JUL 25 1980
ROAD DESIGN SECTION

Do Not File ☐
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 8,000	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
35		☐ LIGHT	☒ MEDIUM	☐ HEAVY

REFERRED TO
Board Stoudenmeyer
Cole Mann
Eriksen J Watson W
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Respini
Location Engineer
Date 7/14/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (12)	2 - (12)
SHOULDERS	2 - (10)	2 - (4)
MEDIANS		1 - (12)
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		— —
OTHER:		— —

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☐	☒
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAY
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(8)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE

1984 (Region)

FIQ. '85 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C pavement	4"	
Base - Cement treated soil	10"	

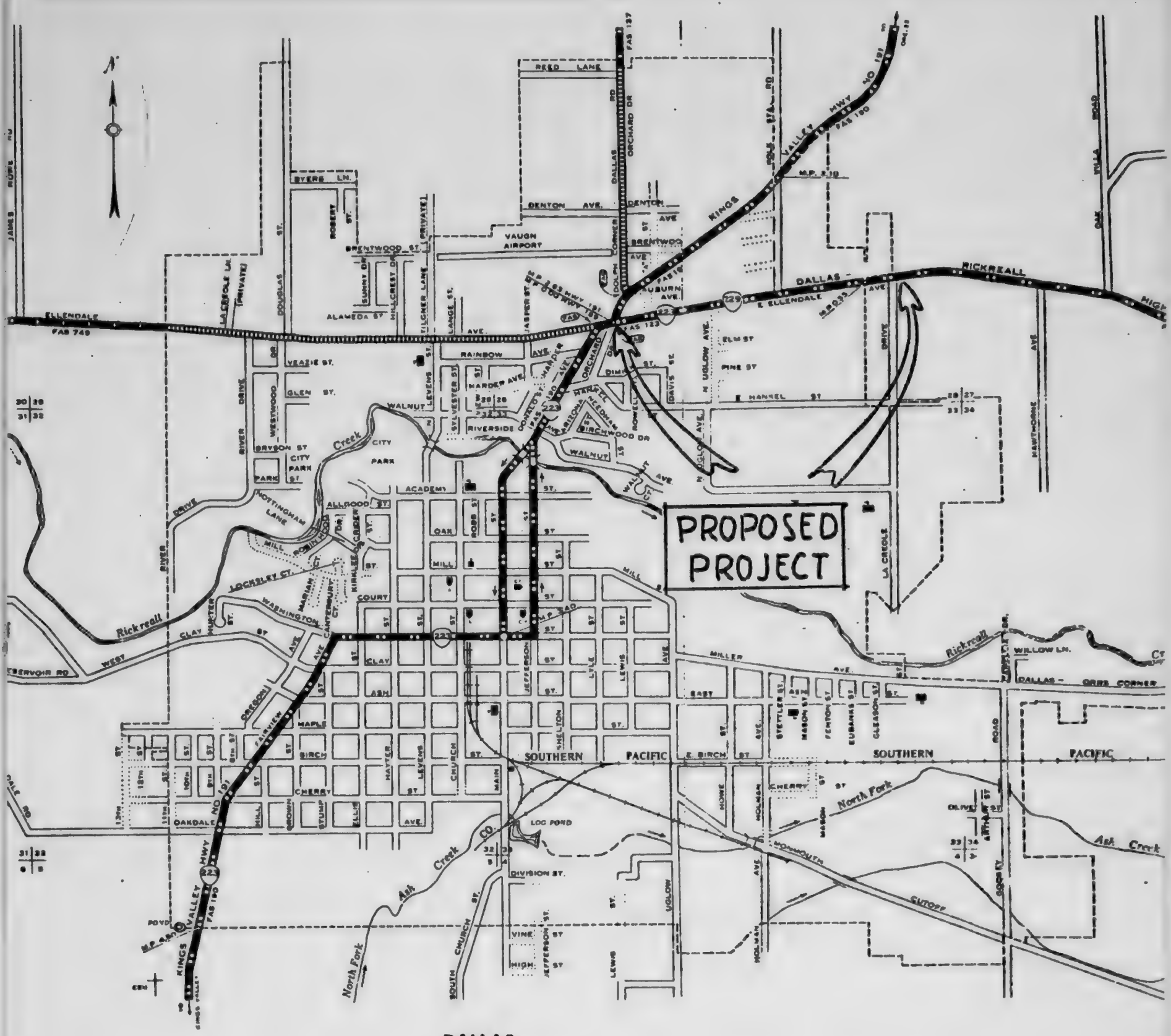
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,850	8,700
RIGHT OF WAY		
TRAFFIC CONTROL		7,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	42,000	75,000
OTHER _____		
ENGINEERING & CONTINGENCIES	8,000	
PROJECT TOTAL	53,850	90,700

SUBMITTED BY Loren A. Weber



DALLAS

POLK COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 6,250

Scale in Feet

Revised August 1970

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

LEGEND

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

LEGEND

- INTERSTATE
- U.S. NUMBERE
- STATE NUMBE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS

9.952

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

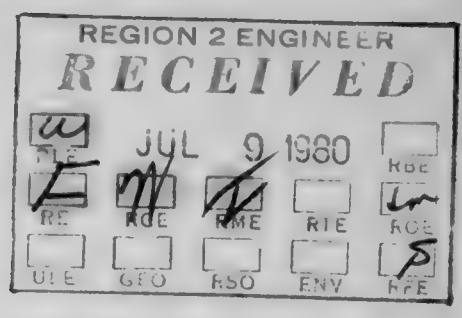
PRO 3-2

TO: Phil Stearns
Region 2 Engineer

DATE: July 8, 1980

FROM: D. E. Swanson
Operation Programming Engineer

SUBJECT: Kings Valley Hwy.-ECL Dallas Dallas-Rickreall Hwy.
Polk County



I am returning a packet of information on the subject project which you submitted May 21.

At the present time there are no State funds available for Preliminary Engineering on this project, even though it is on the approved 6-Year Program. I have checked with traffic to see if the project qualifies as Title II. It does not.

Will you please hold the packet in your office until a funding source can be identified (probably State). We will keep a list of projects we are returning. A favorable vote on the Gas Tax in November would improve our ability to do State funded projects.

DES:bke
Attachment

cc: Frank Terpin
Deferred Project File
$75,000.

Contains
Recycled
Materials
81-125-1387

9952

5-80

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

.....

.....

Loren Weber

FROM: Loren A. Weber
Region Location Engineer

TO: Philip O. Stearns
Region Federal Aid Engineer

SUBJECT: Authority for Survey
Draft Prospectus
Left Turn Refuges
Kings Valley Hwy - ECL (Dallas)

I have attached an Authority for Survey and draft prospectus to cover the preliminar engineering for the subject project. This proposes left turn refuges for the motor vehicles office, Polk Station Road and Lacreole Avenue.

The programmed amount is $50,000, which appears reasonable using a very minimum refuge lane configuration.

The estimated costs for Region functions are:

901 - Field	$2,500
910 - Soils	750
911 - Traffic	300
914 - Utility	300

1952

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 27-hold

May 21, 1980
Salem, Oregon

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Kings Valley Hwy-
ECL (Dallas)
Dallas-Rickreall Hwy
Polk County
FY 85

L Terpin 5/22/80

Attached is Authority for Survey, draft prospectus, and letter of transmittal which includes estimated Region costs for subject project.

The project is categorically exempted. No waterways are involved.

Please process the documents through normal channels for approval.

RECEIVED
MAY 23 1980
LOCATION
SECTION

POS/rgb

1985 Jct. Sunset Hwy.-Jct. Pacif-9953
ic Hwy. Beaverton-Tigard Hwy. SE Tigard
(Paving, guardrail & barrier) #2

4953

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 9-233	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: OREGON
MODIFICATION NUMBER 3	9-25	County: WASHINGTON
		Project Number: F-79(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 5 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,750,036.00	$ 4,669,382.00
Federal funds	$ 4,187,156.00	$ 4,098,429.24
Other revisions		

This modification is made for the following reasons: To deobligate funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of SEP ,19 '88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight

Manager, Program Section
(Title)

XX By FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 28, 1988

Federal-Aid Project No. F-79(11)

Jct. Sunset Hwy.-Jct. Pacific Hwy. Section
Beaverton-Tigard Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 98+50 to Sta. 474+76.32)

SUBTOTAL as on previous Estimate of March 15, 1988		$3,511,378.02
Deobligation Amount for use on other projects		- 100,654.30
	SUBTOTAL	$3,410,723.72
	Engineering	502,905.28
	TOTAL	$3,913,629.00

Type Code SFTY
Median Barrier (Sta. 98+50 to Sta. 474+76.32)

SUBTOTAL as on previous Estimate of March 15, 1988		$ 614,389.00
	SUBTOTAL	$ 614,389.00
	Engineering	76,798.00
	TOTAL	$ 691,187.00

Retain in Reserve

TOTAL as on previous Estimate of March 15, 1988	$ 82,125.00

Length of Roadway ---------- 7.11 miles

Cost of Roadway Per Mile -------- $550,440.09

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$3,913,630.00	$3,449,864.24	$463,765.76
Safety	010	691,187.00	609,281.00	81,906.00
SUBTOTAL		$4,604,817.00	$4,059,145.24	$545,671.76
Credit for Guardrail Members & Hardware		(37,560.00)	(33,109.00)	(4,451.00)
SUBTOTAL		$4,567,257.00	$4,026,036.24	$541,220.76
Reserve		82,125.00	72,393.00	9,732.00
Nonparticipating Work		20,000.00	---	20,000.00
TOTAL		$4,669,382.00	$4,098,429.24	$570,952.76

SubJob 010: 0%; SubJob 011: 100%
Contract No. 9,953
Prefix: C134-1924 (P.E.)
Prefix: C134-1021
Prefix: C09953

DDB:pf

4,953 D

5

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 3-226	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 3-18-88	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 2			County: Washington
			Project Number: F-79(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 5 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,733,674.00	$ 4,750,036.00
Federal funds	$ 4,172,686.26	$ 4,187,156.00
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of MAR , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for
Manager, Program Section
(Title)

XXXBy For: Donald E. Forbes, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 15, 1988

FEDERAL AID PROJECT NO. F-79(11)

JCT. SUNSET HWY.-JCT. PACIFIC HWY. SEC.
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWORK (STA. 98+50 TO 474+76.32)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	SF	$ 10.00	1,757	$17,570.00	2,623.20	$ 26,232.00
Sequential Arrow Signs	EA	3,000.00	2	6,000.00	3	9,000.00
				$23,570.00		$ 35,232.00

Total Increase	$ 11,662.00
Subtotal from previous estimate of 9-29-87	3,499,716.02
Subtotal	$3,511,378.02
Engineering	502,905.98
Total	$4,014,284.00

TYPE CODE SFTY
MEDIAN BARRIER (STA. 98+50 TO 474+76.32)

Subtotal from previous estimate of Sept. 24, 1987	$ 614,389.00
Engineering	76,798.00
Total	$ 691,187.00

RETAIN IN RESERVE

Total from previous estimate of Sept. 24, 1987	$ 656,527.56
Length of Roadway	7.11 mi.
Cost of Roadway Per Mile	$ 656,527.56

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 4,014,284.00	$ 3,538,591.00	$ 475,693.00
Safety	010	691,187.00	609,281.00	81,906.00
Subtotal		$ 4,705,471.00	$ 4,147,872.00	$ 557,599.00
Credit for Guardrail Members & Hardware		(37,560.00)	(33,109.00)	(4,451.00)
Subtotal		$ 4,667,911.00	$ 4,114,763.00	$ 553,148.00
Reserve		82,125.00	72,393.00	9,732.00
Subtotal		$ 4,750,036.00	$ 4,187,156.00	$ 562,880.00
Nonparticipating Work		20,000.00	---	20,000.00
Total		$ 4,770,036.00	$ 4,187,156.00	$ 582,880.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. 9,953
Prefix: C134-1924 (P.E.)
Prefix: C134-1021
Prefix: C09953
DDB:bkw

9753

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 9177	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Washington
MODIFICATION NUMBER: 1	9-22-87	Project Number: F-79(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 5, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,219,598	$ 4,733,674
Federal funds	$ 4,601,075	$ 4,172,733 4172,686.26
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of SEP, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Tom Gilmore

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 24, 1987

FEDERAL AID PROJECT NO. F-79(11)

JCT. SUNSET HWY.-JCT. PACIFIC HWY.
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWORK (STA. 98+50 TO STA 474+76.32)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	HR.	$ 8.00	4,500	$ 36,000.00	1,656	$ 13,248.00
Temporary Striping	L.F.	0.06	600,000	36,000.00	392,992	23,579.52
Aggregate Shoulders	Ton	7.00	12,000	84,000.00	8,903	62,321.00
Class "B" or "C" Asphalt Conc. Mix	Ton	12.50	90,000	1,125,000.00	72,653	908,162.50
Asphalt Cement in Mix	Ton	170.00	6,600	1,122,000.00	5,746	976,820.00
Hydrated Lime in Mix	Ton	155.00	1,110	172,050.00	708	109,740.00
Conc. Barrier, Standard	L.F.	14.00	32,461	454,454.00	32,122	449,708.00
				$3,029,504.00		$2,543,579.02

Release	$ 485,924.9
Subtotal from previous estimate of Feb. 25, 1985	3,985,641.0
Subtotal	$ 3,499,716.0
Engineering	498,205.9
Total	$ 3,997,922.0

TYPE CODE SFTY
MEDIAN BARRIER (STA. 98+50 TO STA. 474+76.32)

Total as shown on estimate of February 25, 1985 $ 691,187.0

RETAIN IN RESERVE

Total as shown on estimate of February 25, 1987	$ 82,125.00
Length of Project	7.11 mi.
Roadway Cost Per Mile	$ 654,226.30

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$ 3,997,922.00	$ 3,524,168.00	$ 473,754.00
Safety	691,187.00	609,281.00	81,906.00
SUBTOTAL	$ 4,689,109.00	$ 4,133,449.00	$ 555,660.00
Credit for Guardrail Members and Hardware	(37,560.00)	(33,109.00)	(4,451.00)
SUBTOTAL	$ 4,651,549.00	$ 4,100,340.00	$ 551,209.00
Reserve	82,125.00	72,393.00	9,732.00
TOTAL	$ 4,733,674.00	$ 4,172,733.00	$ 560,941.00

4,172,656.26

Group 1: 100%
Contract No. 9953
Prefix: 134-1924 P.E.
Prefix: 134-1021
C09953

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 20,000.00

RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON
3-22		COUNTY WASHINGTON
		PROJECT NO. F-79(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Junction Sunset Highway-Junction Pacific Highway (Beaverton-Tigard Highway)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-27-84	7.11
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,219,598.00	$ 4,601,075.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 3/5/85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 25, 1985

FEDERAL AID PROJECT NO. F-79(11)

JCT. SUNSET HWY.-JCT. PACIFIC HWY.
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWORK (Sta. 98+50 to Sta. 474+76.32)

Furnish Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	All	Lump Sum	256,623.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	60,000.00
Temporary Signs	Sq. Ft.	1,757	10.00	17,570.00
Temporary Barricades	Each	40	80.00	3,200.00
Temporary Concrete Barriers, Lighted	Lin. Ft.	2,250	12.00	27,000.00
Moving Temporary Concrete Barriers	Lin. Ft.	4,325	3.00	12,975.00
Temporary Illumination	Lump Sum	All	Lump Sum	17,500.00
Temporary Plastic Safety Markers	Each	91	40.00	3,640.00
Temporary Reflective Pavement Markers	Each	200	3.00	600.00
Sequential Arrow Signs	Each	2	3,000.00	6,000.00
Flaggers	Hour	4,500	8.00	36,000.00
Temporary Striping	Lin. Ft.	600,000	0.06	36,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	202,000.00
General Excavation	Cu. Yd.	102	20.00	2,040.00
Trench Excavation	Cu. Yd.	682	10.00	6,820.00
Watering	M-Gal.	200	15.00	3,000.00
Aggregate Shoulders	Ton	12,000	7.00	84,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	Ton	90,000	12.50	1,125,000.00
Class "E" Asphalt Concrete Mixture	Ton	21,000	12.75	267,750.00
Asphalt Cement in Mixture	Ton	6,600	170.00	1,122,000.00
Hydrated Lime in Mixture	Ton	1,110	155.00	172,050.00
Emulsified Asphalt in Seal Coat	Ton	525	148.00	77,700.00
Aggregate in Seal Coat	Ton	2,200	15.00	33,000.00
Asphalt in Tack Coat	Ton	210	180.00	37,800.00
Membrane Waterproofing	Sq. Yd.	5,350	9.00	48,150.00
Class 1 Preparation	Sq. Yd.	3,500	10.00	35,000.00
Class 2 Preparation	Sq. Yd.	350	1.00	350.00

Furnish Latex-Modified Concrete	Cu. Yd.	195	265.00	51,675.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	3,500	9.00	31,500.00
Expansion Joint, Single Strip Seal	Lin. Ft.	194	111.00	21,534.00
8-inch Culvert Pipe	Lin. Ft.	896	12.00	10,752.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,558	18.00	28,044.00
Extra for Pipe Under Pavement	Lin. Ft.	1,372	10.00	13,720.00
Concrete Inlets, Type G-2	Each	39	500.00	19,500.00
Inlet Grates, Type 2	Each	65	75.00	4,875.00
6-inch Drain Pipe	Lin. Ft.	470	9.00	4,230.00
Gravel in Drains	Cu. Yd.	50	20.00	1,000.00
Rail End Pieces, Type B	Each	16	100.00	1,600.00
Rail End Pieces, Type C	Each	23	150.00	3,450.00
Bridge Connections	Each	2	400.00	800.00
Adjusting Guard Rail	Lin. Ft.	10,775	2.60	28,015.00
Concrete Curbs	Lin. Ft.	53	10.00	530.00
Extra for Asphalt Approaches	Each	25	125.00	3,125.00
Paved Culvert End Slopes	Sq. Ft.	161	11.00	1,771.00
Drainage Curbs	Lin. Ft.	4,330	1.50	6,495.00
Geotextile Fabric in Drains	Sq. Yd.	420	1.00	420.00
Delineators, Type 2	Each	250	18.00	4,500.00
Delineators, Type 3	Each	200	20.00	4,000.00
Delineators, Type 4	Each	100	12.00	1,200.00
Adjusting Manholes	Each	14	200.00	2,800.00
Adjusting Inlets	Each	6	165.00	990.00
Mono-Directional Crystal Type 1 Markers	Each	2,270	2.30	5,221.00
White Type II Markers	Each	8,920	1.30	11,596.00
				$3,959,641.00

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 4,700.00
Permanent Pavement Striping	All Required	20,500.00
On-the-Job Trainees ($0.80 x 1,000 hrs.)	All Required	800.00
		$ 26,000.00
	SUBTOTAL	$3,985,641.00
	Engineering	498,205.00
	TOTAL	$4,483,846.00

TYPE CODE SFTY
MEDIAN BARRIER (Sta. 98+50 to Sta. 474+76.32)

Guard Rail, Type 2A	Lin. Ft.	8,988	6.25	$ 56,175.00
Guard Rail, Type 3	Lin. Ft.	50	20.00	1,000.00
Guard Rail Anchors, Type 1	Each	21	350.00	7,350.00
Guard Rail Anchors, Type 1 Modified	Each	18	300.00	5,400.00
Concrete Barrier, Standard	Lin. Ft.	32,461	14.00	454,454.00

Concrete Barrier, Non-Standard	Lin. Ft.	2,367	30.00	71,010.00
Median Barrier Connection	Lump Sum	All	Lump Sum	1,000.00
Impact Attenuator, G-R-E-A-T System	Each	1	18,000.00 ~~20,000.00~~	18,000.00
			SUBTOTAL	$ 614,389.00
			Engineering	76,798.00
			TOTAL	$ 691,187.00

RETAIN IN RESERVE

Roadside Seeding and Mulching	All Required		$ 750.00
Move & Reinstall (3) Control Signs	All Required		1,000.00
Furnish and Plant English Ivy	All Required		500.00
Traffic Detector Loop Installation (State Forces)	All Required		10,000.00
Adjust Survey Monument Boxes (3)	All Required		750.00
Repair Existing Pavement Cracking	All Required		10,000.00
Deep Base Repair	All Required		50,000.00
		SUBTOTAL	$ 73,000.00
		Engineering	9,125.00
		TOTAL	$ 82,125.00

Length of Project ---------- 7.11 miles

Roadway Cost Per Mile ---------- $734,120.68

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$4,483,846.00	$3,952,510.00	$531,336.00
Safety	691,187.00	609,281.00	81,906.00
SUBTOTAL	$5,175,033.00	$4,561,791.00	$613,242.00
Credit for Guard Rail Members and Hardware	$ (37,560.00)	$ (33,109.00)	(4,451.00)
SUBTOTAL	$5,137,473.00	$4,528,682.00	$608,791.00
Reserve	82,125.00	72,393.00	9,732.00
TOTAL	$5,219,598.00	$4,601,075.00	$618,523.00

Group 1: 100%
Contract No. 9953
Prefix: 134-1924 P.E.
Prefix: 134-1021

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$20,000.00

RHZ:CL:pf WH:pf

jc cc: OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/31/88	Ed Fischer, Assistant Area Engineer		F-79(11)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6/23/86	12/18/87	100 %	450 CD extended to 463 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUNCTION/SUNSET HWY - JUNCTION/PACIFIC HWY
BEAVERTON - TIGARD HIGHWAYS
Paving, Guardrail & Barriers

This project provided for the overlaying the existing asphalt pavement with widening in some locations and installing continuous GM barrier in the median. Also spot drainage work was done at various locations.

The estimated final project cost is approximately 8.8% under the original authorization. A large part of the reduced construction cost on this project was due to the innovativeness of the Project Manager in changing the leveling course on a good share of the project to a grindout inlaid combination.

A final inspection of this project was made on 8/20/86.

- EF -

RECEIVED
STATE HWY ENGR
JUN 8 '88
REFER TO
cc Construction
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6/9

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Edward L. Fischer		SIGNATURE: J E Steinbach	
TITLE: Assistant Area Engineer	DATE: 6/3/88	TITLE: District Engineer A	DATE: 6/6/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9953

February 24, 1988

CON 5 - 9953

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

This is a follow-up to our letter of January 14, 1988, concerning Contract No. 9953 with Roadway Constructors Corp. and R. A. Hatch Co., a JV, for work on the Jct. Sunset Hwy.-Jct. Pacific Hwy. Section of the Beaverton-Tigard Highway in Washington County.

In that letter, we stated that final payment was being held until an assignment of funds document was received. We have now received an approved assignment form, a copy of which is attached.

Final payment in the amount of $42,419.13 will be released after February 29, 1988, to The American Insurance Company, Spear St. Tower, Suite 1000, San Francisco, CA 94105 and mailed to Robert L. O'Halloran, Attorney for the surety, at 1001 SW Fifth Avenue, Portland, OR 97204. The total contract amount is $4,292,999.46 including $64,217.93 for work performed under force account.

You have previously been notified of claims filed against the performance bond on this contract, some of which have been paid.

NOTED ON CARD
clf 2-24-88

Fran Neavoll
COMMISSION SERVICES

Attachment
cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Co.
Spear St. Tower, Suite 1000
San Francisco, CA 94105

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
Attn: Robert L. O'Halloran
1001 S.W. Fifth Avenue
Portland, OR 97204

bc: C. O. Fredrickson Walt Hart Rick Kuehn
Mike Gander ATTN: Rose - Note the above address
where to be mailed.

ASSIGNMENT OF FUNDS DUE UNDER CONTRACT

Highway Division Contract No. 9953

FOR THE CONSIDERATION OF One Dollar

($) Dollars paid to Roadway Constructors Corp. and R.A. Hatch Col, A Joint Venture
(Contractor)

said contractor does hereby sell, assign and transfer to:

American Insurance Company, Spear St. Tower, Suite 1000,
Person or Company funds are assigned to (Assignee)

San Francisco, CA 94105

and authorize and empower said Assignee to act as agent for said contractor and in its name, place and stead, to verify said proceeds and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon in payment of said proceeds, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

O.B. Jackman
CONSENT BY THE HIGHWAY DIVISION
For **CONSTRUCTION ENGINEER**

2-12-88
DATE

734-1204(5-87)

ROADWAY CONSTRUCTORS CORP.

1/8/88
CONTRACTOR Larry Carron, Pres. **DATE**

R. A. HATCH CO.

1-8-88
CONTRACTOR R.A. Hatch, Pres **DATE**

AMERICAN INSURANCE COMPANY

2/4/88
SURETY **DATE**

RECEIVED
FEB 16 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JAN 12 1988

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
FEB 11 1988
CONSTRUCTION
SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

RECEIVED
FEB 10 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 9, 1988

Ms. Fran Neavoll
Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, OR 97310

Re: OSHD Contract No. 9953; Assignment of Contract Proceeds; Roadway/Hatch Joint Venture; The American Insurance Company Claim File H456S-912817

Dear Ms. Neavoll:

Enclosed please find an original executed Assignment of Contract Proceeds for OSHD 9953 from the Roadway/Hatch Joint Venture to The American Insurance Company.

It is my understanding that OSHD stands ready to release approximately $41,000 in contract proceeds and retainage at this time. I would appreciate it if you could see that the contract payment is sent to my attention as counsel for The American Insurance Company.

If you have any questions or if I can be of assistance please give me a call.

Very truly yours,

Bob O'Halloran

Robert L. O'Halloran

RLO/me
cc: Robert E. Hawes
The American Insurance Company

RECEIVED
FEB 16 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 10 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

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JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/
Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-21-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); not accepted

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

5. OSHD 9864; ?, not accomplished

6. OSHD 9877 not accomplished

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

9. OSHD 9004; and ?,

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O'Halloran

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9953

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9953

TO: Commission Services

DATE: December 18, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9953 ,	On Site Work Substantially Completed June 23, 1986
All Work Completed	September 21, 1987	
Project	Jct. Sunset Hwy.-Jct. Pacific Hwy.	
Highway	Beaverton-Tigard	
County	Washington	
Type of Work	Pave, Guardrail and Barrier	
Contractor	Roadway Const. Co. and R. A. Hatch	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2
1-14-88
~~12-23~~-87 - Surety letter written. slp

Bar on report

RECEIVED
DEC 22 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

September 9, 1987

In Reply Refer to
File No.:

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

CON 5
9594
9865
9953

Attn: Robert L. O'Halloran

Dear Mr. O'Halloran:

Re: Revised copy of September 3 letter
R. A. Hatch Co.; Roadway/Hatch J.V.
American Insurance Company
OSHD Contract Nos. 9594, 9865 and 9953

Your letter of July 15, 1987, reaffirmed instructions from The American Insurance Company that no funds on any of the above projects are to be released to the prime contractor without specific approval of The American Insurance Company. We have recently received an executed assignment form assigning the proceeds from Contract No. 9594 to The American Insurance Company. We are in the process of verifying this assignment.

In accord with your instructions, no funds on any of the above contracts will be released to the prime contractor without approval of The American Insurance Company

Sincerely,

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: W. E. Schwartz
Commission Services (Fran Neavoll)
Highway Accounting (Mike Gander)
Contract Payments (Bruce Walton)
090212m

NOTED ON CARD
9/24/87

RECEIVED
SEP 11 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

September 3, 1987

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Attn: Robert L. O'Halloran

In Reply Refer to File No.:

CON 5
9594
9865
9953

Dear Mr. O'Halloran:

Re: R. A. Hatch Co.; Roadway/Hatch J.V.
American Insurance Company
OSHD Contract Nos. 9594, 9865 and 9953

Your letter of July 15, 1987, reaffirmed instructions from The American Insurance Company that no funds on any of the above projects are to be released to the prime contractor without specific approval of The American Insurance Company. We are in the process of verifying this assignment.

In accord with your instructions, no funds on any of the above contracts will be released to the prime contractor without approval of The American Insurance Company

Sincerely,

for by Ron Kleinschmidt
O. B. Jackmond, P.E.
Contract Administration Engineer

NOTED ON CARD
9/24/87

OBJ:mk

cc: W. E. Schwartz
Commission Services (Fran Neavoll)
Highway Accounting (Mike Gander)
Contract Payments (Bruce Walton)

090212m

RECEIVED
SEP 3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

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GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J MURPHY
ROBERT L. O'HALLORAN
GREGORY B SNOOK
LYNNIA K. WOODS

CE ..... CAE .....
COE ..... OM .....
OE .....
CA .....
CAM .....
EEO .....

RECEIVED
JUL 17 1987
CONSTRUCTION SECTION

SPC ..... TC .....
SA ..... CC .....
FE ..... CP .....
PQC .....
QCS .....
FILE .....

July 15, 1987

RECEIVED
STATE HWY ENGR
JUL 16 '87
REFER TO
Jackmond
FOR
Info | Inves | R/D | D/R ✓ | Stno | Act | File
cy - this office

W.E. Schwartz
O.B. Jackmond, P.E.
Department of Transportation
Highway Division
102 Transportation Building
Salem, OR 97310

Re: R.A. Hatch Co.; Roadway/Hatch Joint Venture; The American Insurance Company

Dear Mr. Schwartz and Mr. Jackmond:

As you know, I represent The American Insurance Company, surety for R.A. Hatch Co. and the Roadway/Hatch joint venture on various Oregon State Highway Department public works projects.

The American has earlier advised your agency that it has asserted its rights as surety to any and all contract proceeds and/or retention due or which may become due on any OSHD projects bonded by The American on which R.A. Hatch Co. or the Roadway/Hatch joint venture acted as prime contractor.

This letter is to simply reaffirm The American's directives so that there can be no mistake. No funds on any of the projects for which The American has written bonds for the Roadway/Hatch joint venture or R.A. Hatch Co. are to be released to the prime contractor without The American's specific approval . Further, no funds are to released on any of those projects without first contacting me and arranging their disbursal to The American through our office.

We, of course, will abide by your reasonable instructions as to the appropriate forms of assignment which you require in order to

release funds to The American (or in the case of OSHD 9594, to The American and it co-surety, Industrial Indemnity).

Very truly yours,

Robert L. O'Halloran

RLO/me
cc: G. Kevin Kiely
John F. Bradach
Levi J. Smith
The American Insurance Company

9953

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1987

In Reply Refer to
File No.:

U. S. Department of Labor - ESA
Wage and Hour Division
P. O. Box 85364
Dallas, TX 75285

CON 5
9865
9953
9854

Re: Roadway Constructors, Corporation and
R. A. Hatch Company, Joint Venture
Quality Paving - Subcontractor
Contract No. 9865
Contract No. 9953
Contract No. 9854

Enclosed find check(s) to cover the underpayment of wages found due by a USDOL investigation of Quality Paving on the above projects. The amounts due per contract are as follows:

Contract No. 9865	$10,443.80
Contract No. 9953	$ 3,308.01
Contract No. 9854	$ 449.74

The enclosed funds are to be distributed by the U. S. Department of Labor to the affected employees, as appropriate.

J. L. Widmer

J. L. Widmer
EEO, MBE & Labor Compliance Officer

JLW:mk

Encl.

cc: W. J. Olson
Roadway Constructors, Corp. &
R. A. Hatch Co., J.V.

bc: W. E. Schwartz
C. O. Fredrickson

RECEIVED
STAT. HWY ENGR
JUL 8'87
REFER TO
FOR
Info | Invest | R/D | O/R | Sec | Sch | Sec

06183m

Mailed From acct.
7-7-87 certified mail
J.

Form 734-3122 (1-87)

March 20, 1987

W. J. Olson
Assistant Regional Administrator
U. S. Department of Labor
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, WA 98174

CON 5
9865
9953
9854

Re: Roadway Constructors, Corporation and
R. A. Hatch, Joint Venture
Quality Paving - Subcontractor
Contract No. 9865 - Beaverton/Tigard Highway Interchange
Contract No. 9953 - Jct. Sunset Hwy.-Jct. Pacific Hwy.
Contract No. 9854 - NW Kittridge Ave.-NW 31st Ave. (Ptld.)

We have received your letter of March 16, 1987, regarding your investigation of contract labor violations on the above projects.

Our Contract Payments Unit was notified on March 19, 1987, to withhold $10,443.80 from Contract No. 9865, and $3,308.01 from Contract No. 9953 from the final payment of contract funds. The above funds will not be released until we have notification for final clearance from your office, as you requested.

The final payment for Contract No. 9854 was made January 9, 1987. Therefore, the amount of $449.74 cannot be withheld from Contract No. 9854.

If I can be of further assistance, please contact me.

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:LB:mk

03199m

funds were available

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

Reply to the Attention of

March 16, 1987

Mr. John Widmer, Labor Compliance Officer
Oregon State Department of Transportation
Highway Division, Contracting Department
Salem, OR 97310

Subject: Roadway Constructors, Corporation and
R.A. Hatch Company, Joint Venture
Quality Paving - Subcontractor

Contract No's: 9865
9953
9854

Dear Mr. Widmer:

Please be advised that the Wage and Hour Division is conducting a concurrent Fair Labor Standards Act, Davis-Bacon Related Act (DBRA), and Contract Work Hours and Safety Standards Act (CWHSSA) investigation of Quality Paving with respect to performance on the subject Federally assisted contract.

Our investigation has disclosed DBRA violations by this contractor and to date we have not been successful in obtaining a voluntary agreement to pay the backwages found due. Therefore, as provided by 29 CFR part 5, Section 5.9, which was promulgated under the authority of Reorganization Plan No. 14 of 1950 (64 Stat. 1267), your agency is requested to withhold $14201.55 from contract funds. The amount due under each contract is as follows:

9865	$10443.80
9953	3308.01
9854	449.74

Please send to the above address written notice of the action taken in response to this letter within fifteen days of its receipt. Please ensure that your report specifies the name of the contractor and the contract number. For your further information, the subject contractors have been notified of our intent to cause this withholding.

If you have any questions call Ed Woodruff at (206) 442-1914 or FTS 399-1914.

Thank you for your cooperation.

Sincerely,

Wilbur D. Olson
Assistant Regional Administrator

RECEIVED
MAR 18 1987
CONSTRUCTION SECTION

9953

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, 9877, 9865, 9855, 9854, 9944, [redacted], and 9935 as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Neavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);

2. OSHD 9877, Linn/Lane, California State Line;

3. OSHD 9865, Beaverton/Tigard Highway;

4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;

6. OSHD 9944, Ladd Canyon;

7. OSHD 9953, Sunset-Pacific Coast Highway;

8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Bob O'Hall

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henry for info
Referred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

9953

March 9, 1987

Goldie Gentle Construction, Inc.
5241 N.E. 89th Ave.
Portland, OR 97220

COM 5 - 9953

Attention: William A. Gentle
President

We have received your letter dated February 3, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	Goldie Gentle Construction, Inc.
AMOUNT:	$1,460.52
AGAINST (PRIME CONTRACTOR)	Roadway Constructors Corp. and R. A. Hatch Co., a JV
CONTRACT NO:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Co.
AGENT:	Corroon and Black of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Roadway Constructors Corp. and
R. A. Hatch Co., A JV
P. O. Box 6179
Bend, OR 97708

bbc: Bryant Jackmond

FKN:slp

GOLDIE GENTLE CONSTRUCTION, INC.
5241 N. E. 89TH AVENUE
PORTLAND, OREGON 97220

FEBRUARY 3RD, 1987

STATE OF OREGON
SECRETARY OF STATE
143 CAPITOL BUILDING
SALEM, OREGON 97310

SUBJECT: PAYMENT DUE - O.S.H.D. CONTRACT NO. 9953
JCT. SUNSET HIGHWAY-JCT. PACIFIC HIGHWAY
WASHINGTON COUNTY
PRIME CONTRACTOR: ROADWAY CONSTRUCTORS CORP./ R. A. HATCH CO.
(A JOINT VENTURE)

GENTLEMEN:

WE HAVE A SUBCONTRACT WITH THE ABOVE NAMED PRIME CONTRACTOR ON THE ABOVE NAMED PROJECT DATED MARCH 12, 1985 AND AS OF THIS DATE WE HAVE AN OUTSTANDING AMOUNT DUE OUR FIRM IN THE AMOUNT OF $1,460.52 FOR WORK PERFORMED IN ACCORDANCE WITH THE GENERAL CONTRACT AND THE SUBCONTRACT.

WE HEREBY NOW MAKE DEMAND ON THE PERFORMANCE AND PAYMENT BOND PROVIDED TO THE STATE OF OREGON BY THE PRIME CONRACTOR FOR THE BALANCE OF MONIES DUE ON THIS SUBCONTRACT IN THE AMOUNT OF $1,460.52. THE BALANCE DUE IS BASED ON WORK PERFORMED TO DATE, ADDITIONAL AMOUNTS MAY BE DUE WHEN THIS PROJECT IS FINALLY COMPLETED AND ACCEPTED BY THE DEPARTMENT OF TRANSPORTATION.

SINCERELY,

GOLDIE GENTLE CONSTRUCTION, INC.

William A. Gentle

WILLIAM A. GENTLE,
PRESIDENT

CC: DEPARTMENT OF TRANSPORTATION
AMERICAN INSURANCE COMPANY
CORROON & BLACK OF OREGON, AGENT
ROADWAY CONSTRUCTORS, INC./ R. A. HATCH CO. (A JOINT VENTURE)

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9953

November 18, 1986

COM 5 - 9953

Ash Grove Cement West, Inc.
5550 S.W. Macadam Ave., Suite 300
Portland, OR 97201-3786

Attention: Emery N. Sundberg
Assistant Secretary

Thank you for your letter dated November 7, 1986, notifying us that the claim against Empco in the amount of $1,810.03 has been paid.

This is in reference to Contract No. 9953 awarded to Roadway Constructors Corp. and R. A. Hatch Co., A JV, for work on the Jct. Sunset Hwy.-Jct. Pacific Highway Section of the Beaverton-Tigard Highway in Washington County.

This information will be noted in our records, and we will advise the surety, agent, and contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corp.
& R. A. Hatch Co., A JV
P. O. Box 6179
Bend, OR 97008

The American Insurance Co.
Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 10-13-86; CL 1986-0292

bbc: Bryant Jackmond
FKN:slp

NOTED ON CARD
11-18-86 dlg

ASH GROVE CEMENT WEST, INC.

5550 S.W. MACADAM AVE. SUITE 300
PORTLAND, OREGON 97201-3786
(503) 224-5747

November 7, 1986

State of Oregon
Department of Transportation
121 Transportation Building
Salem, OR 97310

Gentlemen:

We wish to advise you that our claim against Empco in the amount of $1,810.03 on ODOT Contract No. 9953 has been paid.

Best regards,

ASH GROVE CEMENT WEST, INC.

Emery N. Sundberg
Assistant Secretary

ENS/sr

RECEIVED
1986
COMM
DEPARTMENT

9953 CL 1986-0341

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 18, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9953

Schwab, Hilton & Howard
Attorneys at Law
1200 Oregon National Building
610 SW Alder Street
Portland, OR 97205

Attention: Scott Howard

We have received your letter dated November 12, 1986, with attached Notice of Claim dated November 4, 1986, on behalf of H & H Electric, Inc., against the following Highway Division contract:

FILED BY:	H & H Electric, Inc.
AMOUNT:	$6,174.61
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corp. & R. A. Hatch Co., a JV
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been settled.

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corp.
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

Corroon and Black
P.O. Box 8699
Portland, OR 97207

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-25-86 cc

/21(01691(0-88)

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO

DENTON G. BURDICK, JR.
(1916-1980)

November 12, 1986

Commission Services
State Highway Division
Department of Transportation
Salem, Oregon 97310

Gentlemen:

Re: Notice of Bond Claim
Highway 217 Overlay
Contract No. 9953

This firm represents H & H Electric, Inc.

Enclosed is our bond claim with reference to the above-entitled matter.

Yours very truly,

Scott Howard

SH/emb

Cc: Secretary of State, State of Oregon
Cc: R. A. Hatch Co.
R/A: Levi J. Smith
Cc: Roadway Constructors Corp.
R/A: Robert C. Wall
Cc: Railco Multi Construction, Inc.
R/A: Robert C. Wall
Cc: Levi J. Smith
Cc: Richard E. Alexander

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 4, 1986

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 981 563)

TO Commission Services
State Highway Division
Department of Transportation
Salem, Oregon 97310

NOTICE HEREBY IS GIVEN that the undersigned, H & H Electric, Inc., has a claim for labor performed and materials furnished by H & H Electric, Inc. in the sum of $6,174.61 against the bond taken from American Insurance Company by R. A. Hatch Co./Roadway Constructors Corp./Railco Multi Construction, Inc. for the work of Highway 217 Overlay, Contract No. 9953. Such material and labor was supplied to R. A. Hatch Co./Roadway Constructors Corp./Railco Multi Construction, Inc.

H & ELECTRIC, INC.

By Isabel L. Lindsley, Pres.

Cc: Secretary of State, State of Oregon
(Certified Mail - Receipt No. P 713 981 562)
Cc: R. A. Hatch Co.
R/A: Levi J. Smith
(Certified Mail - Receipt No. P 713 980 916)
Cc: Roadway Constructors Corp.
R/A: Robert C. Wall
(Certified Mail - Receipt No. P 713 984 242)
Cc: Railco Multi Construction, Inc.
R/A: Robert C. Wall
(Certified Mail - Receipt No. P 713 979 526)
Cc: Levi J. Smith (regular mail)
Cc: Richard E. Alexander (regular mail)

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-79(11)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40068

2A. COUNTY NAME
Washington

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
August 17, 1986	FAP 79	144

10. GENERAL LOCATION:
Junction Sunset Hwy - Junction Pacific Hwy

11. GENERAL DESCRIPTION OF WORK
Seeding, fertilizing & mulching work for planting ivy plants

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A ~~FORCE ACCOUNT AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/17/86 as requested in Mr. Fredrickson's letter of 10/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $3,000; Federal Funds $2,644.

RECEIVED
STATE HWY ENGR
OCT 27 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 10/27

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/24/86	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION CONTRACTS

WEEK ENDING: October 18, 1986

PROJECT NAME (SECTION)	Jct. Sunset Hwy.-Jct. Pacific Hwy.
CONTRACT NO.	9953
HIGHWAY	Beaverton-Tigard
COUNTY	Washington
F.A. PROJECT NO.	F-79(11)
CONTRACTOR	Roadway Construct./RA Hatch
KIND OF WORK	Paving, Guardrail & Barrier
DATE OF AWARD	February 15, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 5,242,065.00
ESTIMATED PROJECT COST	$ 4,724,765.20
ESTIMATED PERCENT OVERRUN/UNDERRUN	-9.9%

ENGINEERING

AUTHORIZATION	$ 375,440.00
COST THIS WEEK	$ 1,000.00
TOTAL TO DATE	$ 348,000.00
PERCENT OF AUTHORIZATION	92 %

FIRST NOTIFICATION DATE	March 20, 1985
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	June 23, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	October 15, 1986
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED	100

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	463	463	100	
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	102 CY	12,000 TN	111,000 TN			
EST. CORRECTED QUANTITIES	90 CY	8,925 TN	96,100 TN			
EST. PERFORMED TO DATE	90 CY	8,925 TN	96,100 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:
No activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Semifinal submitted to Region on October 15, 1986.

FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Al Storm For David L. Jones

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CL 1986-0292
9953

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9953

Ash Grove Cement West, Inc.
5550 S.W. Macadam Avenue
Suite 300
Portland, OR 97201-3786

Attention: Emery N. Sundberg
Assistant Secretary

FILED
OCT 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your Notice of Claim dated September 30, 1986, filed against the following Highway Division contract:

FILED BY:	Ash Grove Cement West, Inc.
AMOUNT:	$1,810.08
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corp. & R. A. Hatch Co. a JV
SUBCONTRACTOR:	Empco
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Highway Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, Oregon 97310) when your claim has been settled.

George Bell
Assistant Director

cc: Roadway Constructors Corp.
& R.A. Hatch Co. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: State of Oregon, Department of Transportation

Notice is hereby given that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Empco, in the sum of $1,810.08 against the bond taken from Roadway Constructors Corp. and R. A. Hatch Company, Joint Venture, general contractor, as principal, and The American Insurance Company, as surety, for the work of the Junction Sunset Highway to Junction Pacific Highway, Beaverton-Tigard, Highway 217, which is known as State of Oregon, Department of Transportation, contract No. 9953.

Dated this 30th day of September, 1986.

Ash Grove Cement West, Inc.
5550 S. W. Macadam Avenue, Suite 300
Portland, OR 97201-3786

Emery N. Sundberg
Assistant Secretary

cc: Roadway Constructors Corp.
and R. A. Hatch Company
The American Insurance Company
Empco

RECEIVED
OCT 02 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENG
OCT - 2 '86
REFER TO
Com. Servic
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
OCT 01 '86
REFER TO
Bullen
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9953 CL. 1986-0301

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 8 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

October 6, 1986

CON 5 - 9953

Smith & Davis
Attorneys at Law
610 SW Broadway, Suite 310
Portland, OR 97205

Attention: Gregory G. Moore

We have received your letter dated September 25, 1986, on behalf of Kaspac Corporation, with attached Notice of Claim and invoices, against the following Highway Division contract:

FILED BY:	Kaspac Corporation
AMOUNT:	$41,413.95
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corp. and R. A. Hatch Co., a JV
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
10-9-86 cc

RECEIVED
OCT 09 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

721-0109(10-86)

Please advise this office when your client's claim has been settled.

George Bell
Assistant Director

cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SMITH & DAVIS
ATTORNEYS AT LAW
SUITE 310
610 S.W. BROADWAY
PORTLAND, OREGON 97205
(503) 224-4540

THOMAS A. DAVIS
GREGORY G. MOORE
ROBERT B. SMITH

IN REPLY PLEASE
REFER TO FILE NO.

September 25, 1986

Commission Services
Oregon State Department of Transportation
Highway Division
Room 121 Transportation Building
Salem, Oregon 97310

RE: Kaspac Corporation vs. Roadway Construction Corp. --
R.A. Hatch Joint Venture
State Contract No. 9953

Dear Commission Services:

Please file the enclosed claim against the bond with the Secretary of State in our behalf. If you have any questions or comments about this claim, please contact me immediately by telephone.

Thank you for your assistance in this matter.

Very truly yours,

SMITH & DAVIS

Gregory G. Moore

GGM:jmr
Enclosure

RECEIVED
SEP 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Barbara Roberts, Secretary of State; the Oregon State Highway Department; Roadway Construction Corporation -- R.A. Hatch Joint Venture; and American Insurance

Notice is hereby given that the undersigned, Kaspac Corporation, has a claim for the painting of median barriers, placement of lane markers, drainage curbs, highway striping, and the materials necessary to perform these services which Kaspac Corporation provided in the sum of $41,413.95 against the bond taken from Roadway Construction Corporation -- R.A. Hatch Joint Venture, principal, and American Insurance Company, surety, for work performed at the junction of the Sunset Highway and junction of Pacific Highway of the section of the Beaverton-Tigard Highway in Washington County, Oregon. (Contract No. 9953) Such material and labor was supplied to Roadway Construction Corporation -- R.A. Hatch Joint Venture.

Copies of invoices are attached.

DATED this 23rd day of September, 1986.

SMITH & DAVIS

By: _____

Gregory G. Moore
Of Attorneys for Kaspac Corporation

RECEIVED
SEP 23 1986

Invoice # 003166

Bill To: [illegible]
[illegible] Bond Ave.
Portland, OR 97221

Project: 217 - Pacific Highway
Portland, OR Mult. Co. OR

Date: 7/11/86

Customer P.O. #

KasPac
The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
[illegible]	[illegible] Curb	[illegible]00/LF	$1.35/LF	$[illegible].00

Previous Invoice #'s

Comments KASPAC INC. 29-[illegible] Grade 2000

REMIT TO:
The KASPAC Corporation
1200 - 112th Ave. N.E. C-226
Bellevue, Washington 98004

Sub-Total	$270.00
Tax	
Invoice Total	$270.00

RECEIVED
SEP 29 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

Invoice # 003129

Bill To: ...sGrey/Hatch JV
3300 SW Bond Ave.
Portland, OR 97201

Project: Sunset Highway - Hwy 217
WASH, Co., OR

Date: 9/22/86

Customer P.O. # JOB# 8248

KaspAc
The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
1	One Day Clear Lens Markers	175/ea	$2.25/ea.	$393.75
2	40 Round White Lens Markers	700/ea	$1.35/ea	945.00

Previous Invoice #'s	Comments	Sub-Total	$1338.75
	KASPAC PO. 27-850161	Tax	
	REMIT TO: The KASPAC Corporation 1200 - 112th Ave. N.E. C-226 Bellevue, Washington 98004	Invoice Total	$1338.75

RECEIVED
SEP 26 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

Invoice # 003085

Bill To: [illegible] Const./[illegible] Mech. JV
3330 SW Bond Ave.
Portland, OR 97201

Project: Sunset Highway - Ref. Pacific Hgy.
Lenwerton, OR Wash. Co., OR

Date: 6/17/86

Customer P.O. #

KasPac

The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
	Paint Radius Barrier	10,000/LF	$0.45/LF	$4500.00

Previous Invoice #'s	Comments	Sub-Total	$4500.00
	KASPAC JC. 2[illegible]	Tax	
	REMIT TO: The KASPAC Corporation 1200 - 112th Ave. N.E. C-226 Bellevue, Washington 98004	Invoice Total	$4500.00

RECEIVED
SEP 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Invoice # 003119

Bill To: [illegible] Construction/Hatch J.V.
5505 SW Rood Avenue
Portland, Oregon 97201

Project: Sunset Highway- Jct. Pacific Hwy
Rvtn, Oregon Wa, Co. Oregon

Date: /20/8

Customer P.O. #

The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
[illegible]	Painting Mod. Barrier	26,000/lf	.45/lf	11,7 0.0
	42" PA MED BARRIER PAINTING	3000/lf	.43/lf	1170.00

Previous Invoice #'s	Comments		
	KASPAC JO. 02-3018 22-[illegible]01[illegible]	Sub-Total	12078.00
		Tax	
		Invoice Total	12078.00

REMIT TO:
The KASPAC Corporation
1200 - 112th Ave. N.E. C-226
Bellevue, Washington 98004

RECEIVED
SEP 25 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

Invoice # 003122

Bill: Lindsay/Hatch
3500 SW Bond Avenue
Portland, OR 97201

Project: Sunset Highway - 217
Washington County, OR

KasPac
The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Date: 6/20/91

Customer P.O. #

Item #	Description	Quantity	Unit Price	Extension
01	Two Way Clear Lane Markers	806/ea	$2.25/ea	$1813.50
02	4" Round Lane Markers	3224/ea	$1.35/ea	$4352.40

Previous Invoice #'s

Comments

KASPAC NO. 2-[illegible]91

REMIT TO:
The KASPAC Corporation
1200 - 112th Ave. N.E. C-226
Bellevue, Washington 98004

Sub-Total	$6165.90
Tax	
Invoice Total	$6165.90

RECEIVED
SEP 2 9 1988
DEPARTMENT OF TRANSPORTATION

Invoice # [illegible]

Bill To: [illegible]
3500 Broad Ave.
Portland, OR 9721[illegible]

Project:
Highway 217, Pacific Highway
Mult. Co., Or

Date: 6/[illegible]/85

Customer P.O. #

Kaspac
The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
14	Drainage Curb	1[illegible]/LF	$1.35/LF	$2[illegible].55

Previous Invoice #'s	Comments	Sub-Total	$2[illegible].55
	REMIT TO: The KASPAC Corporation 1200 – 112th Ave. N.E. C-226 Bellevue, Washington 98004	Tax	
		Invoice Total	$2,369.55

[illegible]
SEP 2 5 1985
[illegible]

Invoice # 13

Bill To: Lochsa/Hatch
1330 Broad Ave.
Portland, OR 97201

Project: Highway 217 , Pacific Highway
Co., OR

Date: 9/12/86

Customer P.O. #

KasPac

The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
	Drainage Curb	2332/LF	$1.35/LF	$3207.05

Previous Invoice #'s	Comments	Sub-Total	$3207.05
	KASPAC NO. 2P-[illegible] PO. Ck. #1053	Tax	
	REMIT TO: The KASPAC Corporation 1200 – 112th Ave. N.E. C-226 Bellevue, Washington 98004	Invoice Total	$3207.05

RECEIVED
SEP 22 1986

Invoice #

Bill To: Conway/Hatch
3800 Dead Ave.
Portland, OR 97201

Project: Highway 217, Pacific Highway
Lake Co., OR

Date: 8/12/86

Customer P.O. #

KASPAC

The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
01	Type I One Way Clear Lane Markers	512/ea	$2.25/ea	$1152.00
02	Type II 6" round Lane Markers	2076/ea	$1.35/ea	$2802.60

Previous Invoice #'s	Comments	Sub-Total	$3954.60
		Tax	
	REMIT TO: The KASPAC Corporation 1200 – 112th Ave. N.E. C-226 Bellevue, Washington 98004	Invoice Total	$3954.60

RECEIVED
SEP 23 1986
TRANSPORTATION
DEPARTMENT OF TRANSPORTATION

Invoice # 1710

Bill To: Lindsay/Hatch
3390 Broad Ave.
Troutdale, OR 97201

Project: Highway 217, Pacific Highway
Mult. Co., OR

Date: 6/12/86

Customer P.O. #

KasPac
The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
54	Drainage Curb	1231/LF	$1.35/LF	$1661.85

Previous Invoice #'s	Comments
	KASPAC NO. P-35281 St. Cert. 953

REMIT TO:
The KASPAC Corporation
1200 – 112th Ave. N.E. C-226
Bellevue, Washington 98004

Sub-Total	$1661.85
Tax	
Invoice Total	$1661.85

RECEIVED
SEP 24 1986

Invoice # 003075

Bill To: [illegible]

Project: [illegible]

Date: 6/12/96

Customer P.O. #

KasPac

The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
301	Type 7 One Way Clear Lane Markers	537/ea	$2.75/ea	$1,251.25
[illegible]	Type 7I 4" Round Lane Markers	1,210/ea	$2.35/ea	$3,007.80

Previous Invoice #'s	Comments		
	Billing Ad. [illegible] St. Ste. 2955	Sub-Total	$4251.05
	REMIT TO: The KASPAC Corporation 1200 – 112th Ave. N.E. C-226 Bellevue, Washington 98004	Tax	
		Invoice Total	$4258.05

RECEIVED
SEP 2 1 1996

Bill to: [illegible]/Match
1300 Bond Ave.
Portland, OR 97201

Project: Highway 217, Pacific Highway
Mult. Co., OR

Date: 6/13/86

Customer P.O. #

The KASPAC Corporation
PORTLAND BRANCH
2420 S.E. Clatsop
Portland, Oregon 97202
(503) 231-0652

Item #	Description	Quantity	Unit Price	Extension
	Drainage Curb	654/LF	$1.35/LF	$882.90

Previous Invoice #'s	Comments	Sub-Total	$882.90
	KASPAC NO. 21-850161 ST. CTR#9953	Tax	
	REMIT TO: The KASPAC Corporation 1200 – 112th Ave. N.E. C-226 Bellevue, Washington 98004	Invoice Total	$882.90

RECEIVED
SEP 29 1986

9953 CL 1986-0296

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

October 3, 1986

In Reply Refer To
File No.:
CON 5 - 9865
CON 5 - 9953
CON 5 - 9928

Dan Ramberg Trucking
254 SW Martine Court
Troutdale, OR 97060

We have received your letter of September 23, 1986, filing claims against the following Highway Division contracts; however, on September 30 you wrote that Road Constructors have paid you.

FILED BY:	Dan Ramberg Trucking
PRIME CONTRACTORS:	Roadway Constructors Corporation and R. A. Hatch Co. A JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange, Sunset Highway, Washington County
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon
AMOUNT OF CLAIM:	$3,861

7291-0746 (6-86)

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

PRIME CONTRACTOR:	Mocon Corporation
SUBCONTRACTOR:	Roadway Constructors Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon
AMOUNT OF CLAIM:	$5,328

Thank you for letting us know so we can clear our records.

COPY

George Bell
Assistant Director

bc: Roadway Constructors Corporation
and R. A. Hatch Co. A JV
P. O. Box 6179
Bend, OR 97708

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue South C-3000
Federal Way, WA 98003

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 07 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

254 S.W. Ma[illegible] Ct.
Troutdale, OR 97060
(503) 665-2908

Dear Joan:

Sept. 30, 86

Please disregard the letter I sent you last week, as I have been paid by Roadway Const.

Roadway still owes me for one days work in Sept and if I have trouble collecting that, I will let you know.

I am sorry for work you may already have done on my behalf.

Many Thanks,

Dan

RECEIVED
OCT 02 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] S.W. Martins Ct.
Troutdale, OR 97060
(503) 665-2908

Ms. Fran Neavoll
Commission Services
Transportation Bldg.
Salem, OR. 97310

Sep. 23, 1986

Dear Fran:

Pursuant to the instructions I received by phone from Sandy in your office, I wish to make claim against the performance bond of Roadway Constructors Corp. also dba AFAB, EMPCO, Quality Paving and Roadway-Hatch a joint venture.

My claim includes three Highway division contract and breaks down as follows:

Contracts 9953 and 9865 in which Roadway was the prime contractor.These contracts include Pacific Hwy jct., Beaverton-Tigard Hwy., and the Sunset Hwy.

TOTAL CLAIM..... $3861.00

Contract 9928 in which Mocon const. is the prime contractor and Roadway is a sub-contractor for asphalt paving. This contract includes the Cascade Hwy at Park Place in Clackamas County.

TOTAL CLAIM.....$1467.00
TOTAL OF BOTH CLAIMS.....$5328.00

I contacted Mocon (Wade) regarding the latter of these claims in which they are the prime contractor to see if they were interested in paying my claim and deducting it from what they pay Roadway, but they were not.

Copies of my bills to Roadway are attached. Thank you for your help.

Sincerely:

Dan Ramberg

P.S. Sandy was EXTREMELY helpful to me when I talked to her. Please pass my thanks along to her. She is an asset to your office.

RECEIVED
SEP 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date JULY 31 1986

To ROADWAY-HATCH

Address 3500 S.W. BOND

City PORTLAND, OR. 97201

TE	TIMESHEET #	JOB #		AMOUNT
/1/86	6407	#8915		252 00
/1/86	6431	8915		306 00
/2/86	6432	8915		360 00
/2/86	6408	8915		405 00
/3/86	6409	8915		234 00
/3/86	6433	8915		243 00
/7/86	6411	8915		315 00
/7/86	6410	8915		315 00
/8/86	6434	8915		324 00
/8/86	6412	8915		252 00
/9/86	6413	8915		279 00
		total due....		$3,285 00

THANK YOU!!!

REDIFORM
8K 882

STATEMENT

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date JULY 31 1986

To QUALITY PAVING

Address 3500 S.W. BOND

City PORTLAND, OR. 97201

DATE	TIMESHEET #	JOB #		AMOUNT
7/12/86	6414	8920		288 00
7/12/86	6435	8920		288 00
		total due.....		$576 00

THANK YOU!!!

RECEIVED
SEP 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORT

REDIFORM
8K 882

STATEMENT

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date AUG. 30 19 86

To ROADWAY CONSTRUCTORS

Address 3500 S.W. BOND

City PORTLAND, OR. 97201

DATE	TIMESHEET #	JOB #	AMOUNT
8/86	6461	8256	315 00
11/86	6462	8256	297 00
12/86	6463	8256	252 00
13/86	6465	8256	315 00
		TOTAL DUE....	$1,179 00

THANK YOU!!!!

RECEIVED
SEP 15 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

REDIFORM
8K 882

STATEMENT

This work done in Scotts Mills was included in the billing for Silverton

...Y TIME SHEET

No

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

OREGON DUMP TRUCK ASSOCIATION INC.

ENDII

BEGII

FUEL City Zip

Driver Jim Bridges Date 9-11-86

Truck No. 77 Trailer No. Capacity ton/yard

Rate $ 32.00 per hour / ton / yard / other

Contractor or Employer Roadway Constructors

Address

City #8256

Job Location Oregon City By Pass

Time Started 8:30 Lunch 0 Time Finished 4:30

Down Time 0 Driver's Time 8 hrs

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
B-Mix	Westech Pac	By Pass	8	8 hrs
		$288.00		
		TOTALS	8	8 hrs

Driver's Signature Jim Bridges

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statues, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Not responsible for damage behind curb line.

Signature

WHITE - Original YELLOW - Billing PINK - Driver GOLDENROD - Job

NOTICE OF CLAIM

TO: Oregon Secretary of State

Notice is hereby given that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Empco, in the sum of $1,810.08 against the bond taken from Roadway Constructors Corp. and R. A. Hatch Company, Joint Venture, general contractor, as principal, and The American Insurance Company, as surety, for the work of the Junction Sunset Highway to Junction Pacific Highway, Beaverton-Tigard, Highway 217, which is known as State of Oregon, Department of Transportation, contract No. 9953.

Dated this 30th day of September, 1986.

Ash Grove Cement West, Inc.
5550 S. W. Macadam Avenue, Suite 300
Portland, OR 97201-3786

Emery N. Sundberg
Assistant Secretary

cc: Roadway Constructors Corp.
and R. A. Hatch Company
The American Insurance Company
State of Oregon, Department of Transportation
Empco

RECEIVED
STATE HWY ENGR
OCT -2 '86
REFER TO
Com. Service
FOR
Info | Issues | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
OCT 01 '86
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Act | File

CL 1986-027
9953

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 9, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9953

FILED
SEP 11 1986
BARBARA ROBERTS
SECRETARY OF STATE

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Attention: Henry H. Pelfrey
President

We have received your Notice of Claim dated August 28, 1986, against the following Highway Division contract:

FILED BY:	Dirt & Aggregate Interchange, Inc.
AMOUNT:	$6,546.73
FOR:	Labor, equipment and materials
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corp. & R. A. Hatch Co. a JV
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
SEP 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

George Bell
Assistant Director

cc: Roadway Constructors Corp. &
R. A. Hatch Co. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
9-15-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

August 28, 1986

NOTICE OF CLAIM UNDER ORS CHAPTER 279

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Secretary of State
State Capitol Building
Salem, Oregon 97310

Roadway Constructors Corp.
3500 S.w. Bond Ave.
Portland, Oregon 97201

R A Hatch Co.
P O Box 6179
Bend, Oregon 97708

RE: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: OSHD
Contract No.: 9953; Jct. Sunset Hwy.-Jct. Pacific Hwy. Section Beaverton-Tigard Highway
Contractor: Roadway Constructors Corp - R.A. Hatch Co. a Joint Venture
Surety: American Insurance Co.; Bond No. SC 6434120

Dear Secretary of State:

Pursuant to ORS Chapter 279, notice is hereby given that the undersigned Dirt & Aggregate Interchange, Inc. has a claim for unpaid labor, equipment and materials provided for the installation of guardrail and delineators in the sum of $6,546.73 against the bond taken from Roadway Constructors Corp./ R.A. Hatch Co., a joint venture, as principal, and American Insurance Co., as surety, for the work on the Jct. Sunset Highway-Jct. Pacific Highway section of the Beaverton-Tigard Highway for the Oregon State Highway Division.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: _____
Henry H. Pelfrey, President

HHP/8/28/86

cc: Robert Gormsen
OSHD

American Insurance Co.

RECEIVED
SEP 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-79(11)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40068

2A. COUNTY NAME: Washington

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
July 11, 1986	FAP 79	144

10. GENERAL LOCATION:

Junction Sunset Hwy - Junction Pacific Hwy

11. GENERAL DESCRIPTION OF WORK

Provide an advance warning sign on the median barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/11/86 as requested in Mr. Fredrickson's letter of 8/27/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $500;
Federal Funds $440.

RECEIVED
STATE HWY ENGR
SEP 11 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | ...

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/9/86	D.K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7152

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 26, 1986

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9953

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-79(11)

Contract 9953 , Work Completed June 23, 1986

Project Jct. Sunset Highway-Jct. Pacific Highway

Highway Beaverton-Tigard

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 20, 1986

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ck | ...

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

L. W. RULIEN

CPC/FL4

RECEIVED
AUG 27 1986
OREGON DIVISION

734-2023 (2-85)

9425

jc cc: OSHD (Pulien) REg HEA-010

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG 27 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	L/R	Sign	Act	File

cpf 8/28

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Washington	Oregon

IN COMPANY WITH
Dave Wilhite, Dave Jones and Marion Craft; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-20-86	T. P. Lowe, Area Engineer and James M. Klamerus, Highway Engineer Trainee	F-79(11)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

JUNCTION/SUNSET HWY - JUNCTION/PACIFIC HWY
BEAVERTON - TIGARD HWYS
Paving, Guardrail & Barriers

NOTED
W. E. SCHWARTZ

This project provided for the overlaying the existing asphalt pavement with widening in some locations and installing continuous GM barrier in the median. Also spot drainage work was done at various locations.

The project manager advised there are currently no claims pending on this project.

The estimated final construction cost on this project is $4,754,000 approximately 10% under the original authorization. Engineering costs of $309,000 underran the authorization by 20%. A large part of the reduced construction cost on this project was due to the innovativeness of the project manager in changing the leveling course on a good share of the project to a grindout inlaid combination. I commend the project manager for his resourcefulness and innovativeness in recoginizing and implementing this cost saving feature.

The asphaltic quality on this project was very high, receiving bonus pay factor. Attached is the State's statistical testing computations for asphaltic concrete.

The ride on this project is excellent. The project manager advised that the Mays meter recorded an average of about 26 (Mays meter results attached). It is my understanding that this is the best Mays meter results obtained in the State.

The biggest problem with this project was traffic control during construction. This is a four lane urban freeway with 60 to 80,000 ADT. Directional and rush hour peaks are virtually non existent. Night work was precluded by city ordinances. During construction, delays were excessive and much of the traffic found alternate routes. Numerous complaints were received from our Regional office concerning traffic delays and congestion during the construction of this project. Still, even now with the benefit of hindsight, a better phasing plan is not apparent.

Considering both the very high quality achieved for the asphaltic concrete used on this project and the excellent ride as evidenced by the Mays meter results, I expect this project will be a front runner for a paving award this year.

This project was constructed with conformance in the contract requirements and therefore acceptance is recommended.

- TPL -

Date of Printout 13-Aug-96

STATISTICAL TESTING COMPUTATIONS

SECTION: JCT SUNSET HWY-JCT PACIFIC HWY
CONTRACTOR: ROADWAY CONSTRUCTORS/R A HATCH
PROJECT MANAGER: DAVID L. JONES

MIX DESIGN #: 85-16627
COUNTY: WASHINGTON
CONT. #: 9953

LOT # 1
MIX CLASS: B
LIME (%) :
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	93	72	38	20	7.5	6.3	0.7	1E+09
LSL	100	95	81	58	28	10	3.5	5.1	-1E+09	-1E+09
Sublot 1	100	95	83	63	33	15	6.9	5.5	0.61	
Sublot 2	100	97	92	71	34	15	6.1	6.1	0.52	
Sublot 3	100	99	89	66	33	15	7.4	5.9	0.57	
Sublot 4	100	96	88	69	35	15	7.1	6.0	0.43	
Sublot 5	100	98	88	69	35	15	7.2	6.0	0.45	
Sublot 6	100	97	87	66	34	15	7.1	5.9	0.44	
Sublot 7	100	98	87	71	34	14	6.6	6.0	0.45	
Sublot 8	100	95	88	71	36	16	7.5	5.7	0.45	
Sublot 9	100	96	88	72	35	15	7.0	5.9	0.34	
Sublot 10	100	99	90	73	35	15	7.1	6.0	0.62	
Sublot 11	100	97	85	68	33	14	6.4	5.8	0.40	
Sublot 12	100	99	89	70	35	15	7.1	5.9	0.32	
Sublot 13	100	98	90	71	35	15	7.0	6.0	0.30	
Sublot 14	100	99	93	75	36	15	7.0	5.8	0.41	
Sublot 15	100	99	92	71	33	16	8.8	5.9	0.47	
Sublot 16	100	99	90	72	36	16	7.7	5.9	0.45	
Sublot 17	100	98	89	72	35	15	6.7	6.0	0.45	
Sublot 18	100	99	91	72	36	16	7.2	6.0	0.46	
Sublot 19	100	96	81	60	30	13	6.4	5.3	0.37	
Sublot 20	100	97	87	70	28	16	7.1	6.2	0.42	
Sublot 21	100	97	87	68	35	15	7.2	6.1	0.42	
Sublot 22	100	99	85	69	38	16	7.1	6.1	0.41	
Sublot 23	100	97	89	69	35	15	6.6	5.1	0.40	
Sublot 24	100	98	88	70	35	15	6.6	5.2	0.32	
Sublot 25	100	98	90	72	36	15	6.9	5.4	0.42	
Sublot 26	100	100	94	74	37	16	7.1	5.7	0.45	
Sublot 27	100	97	85	68	35	15	7.1	5.7	0.42	
Sublot 28	100	95	82	60	29	13	5.7	5.8	0.48	
SUM X	2800	2732	2467	1942	961	421	195.7	162.9	12.25	0
SUM X^2	280000	266618	217623	135052	33117	6347	1375.9	949.87	5.5173	0
SAMPLES	28	28	28	28	28	28	28	28	28	0
MEAN	100	97.571	88.107	69.357	34.321	15.035	6.9892	5.8178	0.4375	0
ST. DEV	0	1.3991	3.1191	3.6536	2.2286	0.7926	0.5493	0.2816	0.0764	0
Qu	1E+09	7E+08	1.5686	0.7233	1.6505	6.2628	0.9297	1.7121	3.4323	1E+09
Ql	1E+09	1.8378	2.2785	3.1084	2.8364	6.3529	6.3522	2.5492	1E+10	1E+09
Pu	100	100	95	77	96	100	82	96	100	100
Pl	100	97	100	100	100	100	100	100	100	100
Pt	100	97	95	77	96	100	82	96	100	100
Itm Factor	1.05	1.04	1.03	0.92	1.04	1.05	0.95	1.04	1.05	1.00
Pay Factor	0.347	0.343	0.340	1.840	4.160	3.150	9.500	26.000	15.750	40.000

COMPOSITE PAY FACTOR **1.014**

Date of Printout 13-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: JCT SUNSET HWY-JCT PACIFIC HWY
CONTRACTOR: ROADWAY CONSTRUCTORS/R A HATCH
PROJECT MANAGER: DAVID L. JONES

MIX DESIGN #: 85-16627
COUNTY: WASHINGTON
CONT. #: 9953

LOT # 2
MIX CLASS: B
LIME (%) :
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	93	71	37	19	7.5	6.2	0.7	1E+09
LSL	100	95	81	59	29	11	3.5	5.2	-1E+09	91
Sublot 1	100	98	88	74	36	16	7.3	5.7	0.31	98.4
Sublot 2	100	98	87	72	37	16	7.3	5.7	0.48	101.1
Sublot 3	100	97	87	69	36	15	7.2	5.8	0.54	101.1
Sublot 4	100	98	88	70	35	16	7.4	5.6	0.48	100.1
Sublot 5	100	94	82	64	34	15	6.9	5.4	0.61	99.4
Sublot 6	100	95	81	59	32	15	7.4	5.2	0.47	98.7
Sublot 7	100	94	77	56	30	14	6.6	5.0	0.53	100.9
Sublot 8	100	95	87	71	38	17	7.8	6.0	0.40	100.0
Sublot 9	100	96	86	66	33	15	6.7	5.9	0.45	100.3
Sublot 10	100	98	88	70	35	16	7.3	5.9	0.40	100.2
Sublot 11	100	98	90	70	35	16	6.8	5.9	0.34	100.4
Sublot 12	100	98	88	67	33	15	6.3	5.8	0.53	98.7
Sublot 13	100	97	91	73	35	16	7.4	5.7	0.60	98.2
Sublot 14	100	98	88	70	35	15	7.0	5.7	0.60	98.5
Sublot 15	100	97	89	70	34	15	7.0	5.7	0.45	98.7
Sublot 16	100	99	89	71	37	16	7.0	5.4	0.60	98.9
Sublot 17	100	97	90	71	37	16	6.8	5.5	0.55	98.2
Sublot 18	100	98	85	67	34	15	6.9	5.4	0.63	100.0
Sublot 19	100	97	82	62	32	14	6.7	5.6	0.69	99.3
Sublot 20	100	94	82	62	32	14	6.6	5.5	0.73	98.3
Sublot 21	100	98	91	69	35	16	7.2	6.0	0.52	98.5
Sublot 22	100	97	83	64	33	15	6.6	5.6	0.45	98.4
Sublot 23	100	98	91	72	37	16	7.7	5.8	0.51	98.3
Sublot 24	100	97	89	69	37	16	7.5	5.8	0.64	99.0
Sublot 25	100	96	88	69	35	15	7.3	5.6	0.46	98.1
Sublot 26	100	98	84	61	30	14	6.7	5.3	0.64	98.8
Sublot 27	100	97	90	69	35	16	7.4	5.9	0.48	100.2
Sublot 28	100	97	90	70	36	16	7.2	6.1	0.66	98.4
Sublot 29	100	98	91	71	36	16	7.2	6.1	0.58	98.6
Sublot 30	100	98	88	65	33	15	7.0	5.8	0.48	98.4
Sublot 31	100	96	81	55	26	13	6.0	5.0	0.56	98.9
Sublot 32	100	96	85	65	34	14	6.5	5.1	0.47	99.0
Sublot 33	100	98	86	67	34	16	7.3	5.8	0.39	99.2
Sublot 34	100	99	85	63	33	15	7.1	6.1	0.59	99.3
Sublot 35	100	96	84	65	33	15	6.8	6.0	0.43	99.0
Sublot 36	100	98	86	67	36	16	7.4	5.7	0.60	98.3
Sublot 37	100	97	82	63	34	15	6.9	5.7	0.57	99.8
Sublot 38	100	98	88	70	38	17	7.7	5.8	0.64	98.2
Sublot 39	100	97	88	60	36	16	7.5	5.7	0.59	98.6
Sublot 40	100	99	88	70	37	17	7.6	5.8	0.61	99.0
Sublot 41	100	98	88	68	34	15	7.2	5.9	0.50	98.0
Sublot 42										98.2
Sublot 43	100	98	89	66	34	15	7.3	5.9	0.70	98.3
Sublot 44	100	98	86	65	32	15	6.9	5.9	0.72	98.2
Sublot 45	100	98	88	66	32	15	7.3	5.9	0.62	98.5
Sublot 46	100	99	87	67	34	15	7.1	6.0	0.61	98.8
Sublot 47	100	100	88	65	33	15	6.9	5.9	0.56	99.5
Sublot 48	100	99	90	70	36	16	7.6	5.9	0.50	98.0
SUM X	4700	4574	4079	3145	1613	722	333.3	268.5	25.47	4752.9
SUM X^2	470000	445222	354463	211285	55597	11124	2370.3	1537.3	14.241	470660
SAMPLES	47	47	47	47	47	47	47	47	47	48
MEAN	100	97.319	86.787	66.914	34.319	15.361	7.0914	5.7127	0.5419	99.018
ST. DEV	0	1.3530	3.1549	4.2673	2.2851	0.8450	0.3832	0.2739	0.0977	0.8539
Qu	1E+09	7E+08	1.9692	0.9573	1.1731	4.3052	1.0659	1.7785	1.6179	1E+09
Ql	1E+09	1.7140	1.8343	1.8547	2.3276	5.1613	9.3710	1.8717	1E+10	9.3902
Pu	100	100	98	83	88	100	86	97	95	100
Pl	100	96	97	97	100	100	100	98	100	100
Pt	100	96	95	80	88	100	86	95	95	100
Itm Factor	1.05	1.03	1.03	0.93	0.99	1.05	0.97	1.03	1.03	1.05
Pay Factor	0.347	0.340	0.340	1.860	3.960	3.150	9.700	25.750	15.450	42.000

COMPOSITE PAY FACTOR **1.029**

Date of Printout 13-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: JCT SUNSET HWY-JCT PACIFIC HWY
CONTRACTOR: ROADWAY CONSTRUCTORS/R.A. HATCH
PROJECT MANAGER: DAVID L. JONES

MIX DESIGN #: 85-16627
COUNTY: WASHINGTON
CONT. #: 9953

LOT #
MIX CLASS:
LIME (%) :
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	93	71	37	19	7.5	6.2	0.7	1E+09
LSL	100	95	81	59	29	11	3.5	5.2	-1E+09	-1E+09
Sublot 1	100	97	88	68	35	15	6.8	5.4	0.55	
Sublot 2	100	97	87	68	35	16	6.7	5.2	0.70	
Sublot 3	100	96	86	66	33	15	6.5	5.3	0.46	
Sublot 4	100	98	86	66	35	15	6.9	5.4	0.57	
Sublot 5	100	95	83	63	33	15	6.9	5.5	0.42	
Sublot 6	100	98	83	63	33	15	7.2	5.9	0.61	
Sublot 7	100	99	90	67	33	15	7.3	5.7	0.50	
Sublot 8	100	98	88	67	34	16	7.7	5.7	0.57	
Sublot 9	100	97	85	64	33	14	6.5	5.6	0.47	
Sublot 10	100	98	85	62	30	14	6.9	5.6	0.52	
Sublot 11	100	97	86	64	31	14	6.9	5.7	0.66	
Sublot 12	100	98	85	63	30	14	6.8	5.5	0.40	
Sublot 13	100	96	84	62	30	14	7.0	5.5	0.52	
Sublot 14	100	98	88	64	32	15	7.1	5.5	0.57	
Sublot 15	100	96	90	65	30	14	6.7	5.5	0.48	
Sublot 16	100	98	87	61	26	13	6.2	5.3	0.58	
Sublot 17	100	96	86	63	32	14	6.6	5.6	0.53	
Sublot 18	100	99	87	68	35	15	7.4	5.7	0.65	
Sublot 19	100	97	88	67	36	16	7.4	5.8	0.59	
Sublot 20	100	97	88	69	37	16	7.3	5.8	0.57	
Sublot 21	100	98	92	69	34	16	7.2	5.8	0.55	
Sublot 22	100	97	85	63	32	15	6.8	5.3	0.38	
Sublot 23	100	97	87	64	34	15	6.9	5.6	0.65	
Sublot 24	100	97	88	69	36	16	7.1	6.0	0.67	
Sublot 25	100	97	87	67	34	15	7.2	5.7	0.64	
Sublot 26	100	97	86	65	34	15	6.9	5.6	0.65	
SUM X	2600	2528	2255	1697	857	387	180.9	145.2	14.46	0
SUM X^2	260000	245822	195687	110911	28395	5777	1261.3	811.86	8.2282	0
SAMPLES	26	26	26	26	26	26	26	26	26	0
MEAN	100	97.230	86.730	65.269	32.961	14.884	6.9576	5.5846	0.5561	0
ST. DEV	0	0.9511	2.0091	2.4422	2.4245	0.8161	0.3312	0.1973	0.0863	0
Qu	1E+09	1E+09	3.0008	2.3465	1.6656	5.0422	1.6370	3.1179	1.6667	1E+09
Ql	1E+09	2.3454	2.7430	2.5669	1.6939	4.7594	10.437	1.9487	1E+10	1E+09
Pu	100	100	100	100	96	100	96	100	96	100
Pl	100	100	100	100	96	100	100	98	100	100
Pt	100	100	100	100	92	100	96	98	96	100
Itm Factor	1.05	1.05	1.05	1.05	1.02	1.05	1.04	1.04	1.04	1.00
Pay Factor	0.347	0.347	0.347	2.100	4.080	3.150	10.400	26.000	15.600	40.000

COMPOSITE PAY FACTOR **1.024**

Date of Printout 13-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: JCT SUNSET HWY-JCT PACIFIC HWY
CONTRACTOR: ROADWAY CONSTRUCTORS/R.A. HATCH CO
PROJECT MANAGER: DAVID L. JONES

MIX DESIGN #: 85-18078
COUNTY: WASHINGTON
CONT. #: 9953

LOT # 4
MIX CLASS: B
LIME (%) :
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	93	71	38	18	7.5	6.4	0.7	1E+09
LSL	100	95	81	59	30	10	3.5	1.25	-1E+09	-1E+09
Sublot 1	100	97	86	69	35	16	7.1	5.6	0.61	
Sublot 2	100	97	87	67	35	15	6.9	5.5	0.69	
Sublot 3	100	98	82	59	31	14	6.7	5.5	0.66	
Sublot 4	100	99	89	68	33	15	6.9	5.9	0.62	
Sublot 5	100	97	88	66	32	15	6.8	5.6	0.43	
Sublot 6	100	96	85	64	32	14	6.8	6	0.65	
Sublot 7	100	96	88	68	33	15	7	5.8	0.60	
Sublot 8	100	96	85	65	33	15	7.2	5.7	0.74	
Sublot 9	100	97	84	66	33	15	6.8	5.8	0.67	
Sublot 10	100	97	85	62	32	15	7.2	5.5	0.53	
Sublot 11	100	98	87	66	33	15	7.1	5.9	0.54	
Sublot 12	100	97	88	65	33	15	7.6	5.8	0.42	
Sublot 13	100	99	87	63	30	14	6.5	5.6	0.55	
Sublot 14	100	99	89	67	32	15	7.3	5.8	0.56	
Sublot 15	100	98	86	65	32	15	7.2	5.7	0.52	
Sublot 16	100	97	82	61	31	14	6.6	5.5	0.63	
Sublot 17	100	97	88	67	35	15	7.0	5.8	0.58	
Sublot 18	100	97	87	65	31	15	7.0	5.8	0.39	
Sublot 19	100	99	89	67	31	14	6.2	5.9	0.28	
Sublot 20	100	97	90	67	32	15	7.5	5.9	0.53	
Sublot 21	100	97	89	67	33	15	6.6	5.6	0.53	
Sublot 22	100	96	88	66	33	15	7.0	5.8	0.67	
Sublot 23	100	97	84	63	32	14	6.4	5.7	0.60	
SUM X	2300	2238	1993	1503	747	340	159.4	131.7	13	0
SUM X^2	230000	217788	172807	98347	24299	5032	1107.2	754.63	7.602	0
SAMPLES	23	23	23	23	23	23	23	23	23	0
MEAN	100	97.304	86.652	65.347	32.478	14.782	6.9304	5.7260	0.5652	0
ST. DEV	0	0.9739	2.2280	2.4235	1.3097	0.5184	0.3890	0.1514	0.1074	0
Qu	1E+09	1E+09	2.8489	2.3322	4.2159	6.2059	1.6799	4.4509	1.2539	1E+09
Ql	1E+09	2.3659	2.5367	2.6192	1.8921	9.2250	10.118	29.562	9E+09	1E+09
Pu	100	100	100	100	100	100	96	100	90	100
Pl	100	100	100	100	98	100	100	100	100	100
Pt	100	100	100	100	98	100	96	100	90	100
Itm Factor	1.05	1.05	1.05	1.05	1.04	1.05	1.04	1.05	1.01	1.00
Pay Factor	0.347	0.347	0.347	2.100	4.160	3.150	10.400	26.250	15.150	40.000

COMPOSITE PAY FACTOR **1.023**

Date of Printout 14-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: JCT SUNSET HWY-JCT PACIFIC HWY
CONTRACTOR: ROADWAY CONSTRUCTORS/R.A. HATCH
PROJECT MANAGER: DAVID L. JONES

MIX DESIGN #: 85-18078
COUNTY: WASHINGTON
CONT. #: 9953

LOT # 5
MIX CLASS: B
LIME (%) :
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	93	71	38	18	7.5	6.4	0.7	1E+09
LSL	100	95	81	59	30	10	3.5	5.4	-1E+09	91
Sublot 1	100	96	83	64	33	15	7.0	5.5	0.58	99.4
Sublot 2	100	98	85	60	31	14	6.9	5.5	0.70	101.2
Sublot 3	100	94	82	62	33	15	7.0	5.9	0.68	101.9
Sublot 4	100	99	84	63	33	15	7.4	5.8	0.61	100.4
Sublot 5	100	96	83	62	31	14	6.2	5.2	0.42	98.8
Sublot 6	100	99	86	66	35	16	7.3	5.6	0.53	99.9
Sublot 7	100	98	86	65	33	15	7.0	5.8	0.41	101.9
Sublot 8	100	96	87	68	35	16	7.3	6.0	0.46	100.5
Sublot 9	100	98	87	67	34	15	7.0	5.8	0.60	99.3
Sublot 10	100	99	94	72	38	17	7.9	6.1	0.59	100.1
Sublot 11	100	99	90	69	35	16	7.4	6.1	0.54	99.8
Sublot 12	100	98	90	68	33	15	7.5	6.2	0.56	98.7
Sublot 13	100	98	89	68	33	15	6.9	6.1	0.53	98.9
Sublot 14	100	94	82	58	29	14	6.6	5.5	0.55	98.8
Sublot 15	100	97	87	66	32	14	6.5	5.6	0.57	99.6
Sublot 16	100	97	85	64	32	15	6.9	5.8	0.50	98.9
Sublot 17	100	97	87	68	33	15	6.6	6.2	0.49	99.2
SUM X	1700	1653	1467	1110	563	256	119.4	98.7	9.32	1697.3
SUM X^2	170000	160771	126757	72680	18709	3866	841.4	574.39	5.2096	169477
SAMPLES	17	17	17	17	17	17	17	17	17	17
MEAN	100	97.235	86.294	65.294	33.117	15.058	7.0235	5.8058	0.5482	99.841
ST. DEV	0	1.6019	3.1969	3.5665	1.9963	0.8269	0.4176	0.2904	0.0790	1.0410
Qu	1E+09	6E+08	2.0975	1.5998	2.4456	3.5567	1.1409	2.0457	1.9192	1E+09
Ql	1E+09	1.3953	1.6559	1.7647	1.5616	6.1175	8.4370	1.3976	1E+10	8.4924
Pu	100	100	99	95	100	100	88	99	98	100
Pl	100	93	96	97	95	100	100	93	100	100
Pt	100	93	95	92	95	100	88	92	98	100
Itm Factor	1.05	1.03	1.04	1.02	1.04	1.05	1.01	1.02	1.04	1.05
Pay Factor	0.347	0.340	0.343	2.040	4.160	3.150	10.100	25.500	15.600	42.000

COMPOSITE PAY FACTOR **1.036**

Date of Printout 14-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: JCT SUNSET HWY.-JCT PACIFIC HWY. MIX DESIGN #: 86-5330 LOT # 1
CONTRACTOR: ROADWAY/HATCH COUNTY: WASHINGTON MIX CLASS: E
PROJECT MANAGER: DAVID L. JONES CONT. #: 9953 LIME (%) : 1
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	1E+09	69	12	8	5.5	7.3	0.7	1E+09
LSL	100	100	95	57	4	-1E+09	1.5	6.3	-1E+09	-1E+09
Sublot 1			98	70	13	5	3.2	6.3	0.43	
Sublot 2										
Sublot 3			96	60	11	4	3.0	6.1	0.56	
Sublot 4			99	69	12	5	3.8	7.1	0.38	
Sublot 5			99	67	12	5	3.6	7.0	0.39	
Sublot 6			98	66	12	5	3.6	6.5	0.44	
Sublot 7			98	68	14	6	4.0	7.1	0.60	
Sublot 8			99	66	13	6	3.8	7.1	0.47	
Sublot 9			98	62	10	5	3.1	6.8	0.54	
Sublot 10			98	60	11	5	3.0	6.8	0.32	
Sublot 11			99	66	12	5	3.4	7.0	0.48	
Sublot 12			99	67	12	5	3.6	6.6	0.47	
Sublot 13			99	65	12	5	3.3	6.6	0.42	
Sublot 14			99	67	12	5	3.3	6.5	0.42	
Sublot 15			99	65	12	5	3.4	6.7	0.49	
Sublot 16			99	62	13	6	4.1	7.5	0.60	
Sublot 17			98	61	11	5	3.0	6.1	0.49	
Sublot 18			99	66	11	5	3.3	7.1	0.43	
Sublot 19			98	56	7	3	2.1	6.7		
Sublot 20			97	56	8	4	2.6	6.7	0.65	
Sublot 21			98	62	13	7	5.2	6.9	0.67	
Sublot 22			98	61	11	5	3.1	6.3	0.67	
Sublot 23			100	64	11	5	3.6	7.1	0.52	
Sublot 24			99	59	9	4	3.0	7.1	0.58	
Sublot 25			100	65	11	5	3.4	7.1	0.60	
Sublot 26			98	57	8	4	2.9	6.5	0.60	
Sublot 27			99	60	10	5	3.5	6.5	0.58	
Sublot 28			99	63	10	5	3.2	7.0	0.44	
Sublot 29			99	58	9	4	2.6	7.1	0.43	
Sublot 30			98	62	12	5	3.5	7.1	0.58	
Sublot 31			99	66	11	5	3.5	7.0	0.47	
Sublot 32			99	62	11	5	3.4	7.1	0.49	
Sublot 33			98	60	10	5	3.3	6.9	0.54	
Sublot 34			98	65	12	5	3.7	7.0	0.51	
Sublot 35			98	60	10	5	3.1	6.8	0.48	
Sublot 36			99	61	11	5	3.0	6.5	0.53	
Sublot 37			98	62	11	5	3.3	6.8	0.53	
Sublot 38			99	64	10	4	2.9	6.4	0.60	
Sublot 39			99	64	10	4	3.0	7.1	0.43	
Sublot 40			99	63	9	4	2.7	6.7	0.45	
Sublot 41			98	65	10	4	2.7	6.7	0.38	
Sublot 42			98	67	12	5	3.4	7.0	0.40	
Sublot 43			99	67	10	4	2.9	7.1	0.47	
Sublot 44			98	65	13	6	4.5	7.1	0.52	
Sublot 45			99	65	11	5	4.3	7.0	0.49	
Sublot 46			99	62	10	4	2.8	7	0.57	
Sublot 47										
SUM X	0	0	4434	2848	493	218	149.7	307.2	22.11	0
SUM X^2	0	0	436920	180748	5497	1078	510.89	2101.3	11.404	0
SAMPLES	0	0	45	45	45	45	45	45	44	0
MEAN	0	0	98.533	63.288	10.955	4.8444	3.3266	6.8266	0.5025	0
ST. DEV	0	0	0.7261	3.3751	1.4764	0.7056	0.5412	0.3085	0.0826	0
Qu	1E+09	1E+09	1E+09	1.6920	0.7074	4.4716	4.0156	1.5342	2.3892	1E+09
Ql	1E+09	1E+09	4.8659	1.8632	4.7111	1E+09	3.3751	1.7070	1E+10	1E+09
Pu	100	100	100	96	76	100	100	94	100	100
Pl	100	100	100	98	100	100	100	96	100	100
Pt	100	100	100	94	76	100	100	90	100	100
Adj Factor	1.00	1.00	1.05	1.02	0.90	1.05	1.05	1.00	1.05	1.00
Pay Factor	0.330	0.330	0.347	2.040	3.600	3.150	10.500	25.000	15.750	40.000

COMPOSITE PAY FACTOR **1.010**

Date of Printout 10-Aug-86

STATISTICAL TESTING COMPUTATIONS

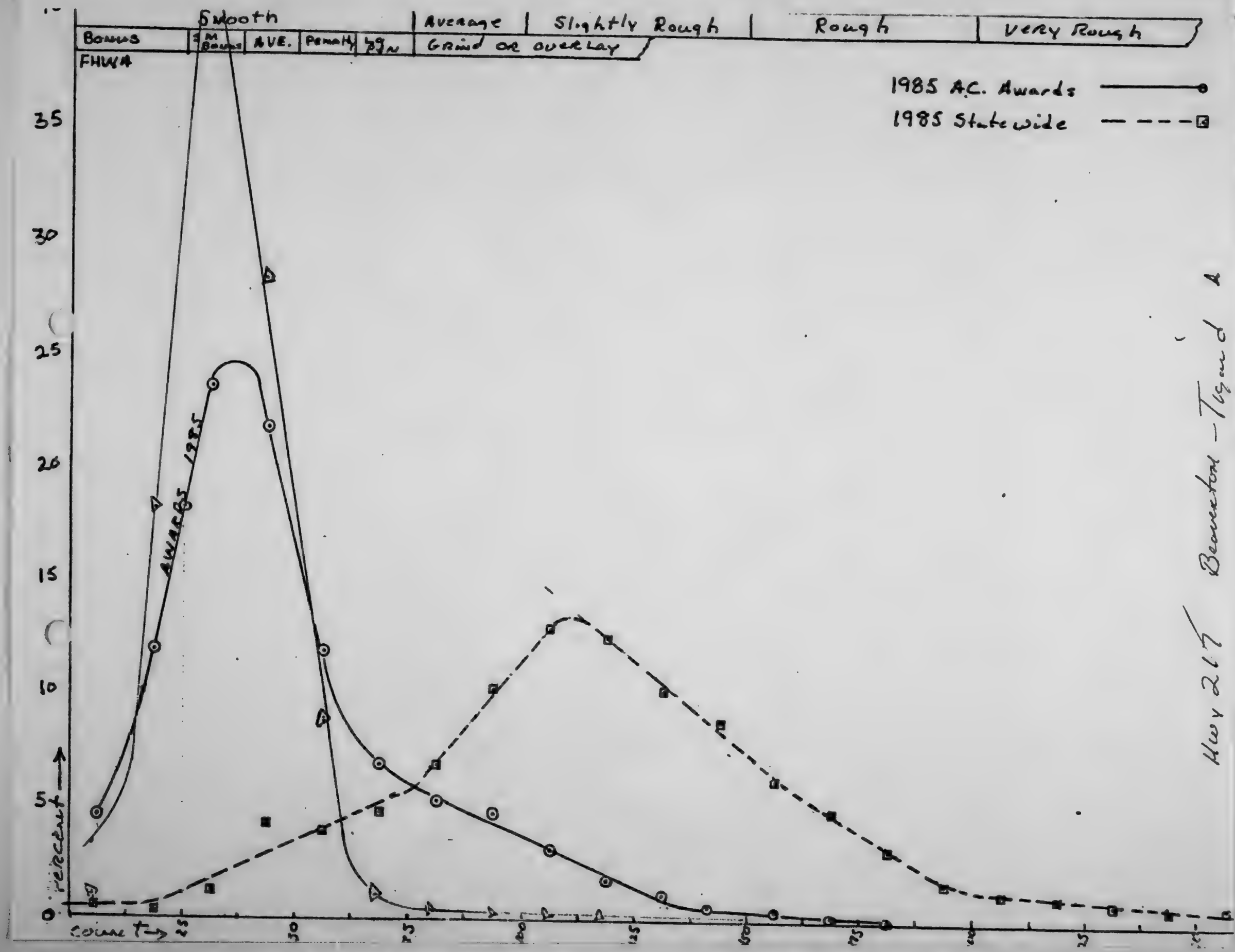
SECTION: JCT SUNSET HWY-JCT PACIFIC HWY
CONTRACTOR: ROADWAY CONSTRUCTORS/R A HATCH
PROJECT MANAGER: DAVID L. JONES

MIX DESIGN #: 85-18080
COUNTY: WASHINGTON
CONT. #: 9953

LOT # 1
MIX CLASS: C
LIME (%) : 0
PLANT TYPE: DRUM DRYER

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	10	40	200	AC	MOIST	COMP
WEIGHT	0.33	0.33	0.33	2	4	3	10	25	15	40
USL	1E+09	1E+09	1E+09	72	96	17	6.7	6.6	0.7	1E+09
LSL	-1E+09	-1E+09	95	60	28	9	2.7	5.6	-1E+09	-1E+09
Sublot 1	100	100	97	61	34	14	4.8	6	0.38	
Sublot 2	100	100	98	67	37	15	5.5	6.2	0.43	
Sublot 3	100	100	98	64	36	14	5.5	6.1	0.43	
SUM X	300	300	293	192	107	43	15.8	18.3	1.24	0
SUM X^2	30000	30000	28617	12306	3821	617	83.54	111.65	0.5142	0
SAMPLES	3	3	3	3	3	3	3	3	3	0
MEAN	100	100	97.666	64	35.666	14.333	5.2666	6.1	0.4133	0
ST. DEV	0	0	0.5773	3	1.5275	0.5773	0.4041	0.1	0.0288	0
Qu	1E+09	1E+09	2E+09	2.6666	0.2182	4.6188	3.5465	5	9.9304	1E+09
Ql	1E+09	1E+09	4.6188	1.3333	5.0190	9.2376	6.9508	5	3E+10	1E+09
Pu	100	100	100	100	56	100	100	100	100	100
Pl	100	100	100	100	100	100	100	100	100	100
Pt	100	100	100	100	56	100	100	100	100	100
Itm Factor	1.05	1.05	1.05	1.05	0.93	1.05	1.05	1.05	1.05	1.00
Pay Factor	0.347	0.347	0.347	2.100	3.720	3.150	10.500	26.250	15.750	40.000

COMPOSITE PAY FACTOR **1.025**


Smooth
Average
Slightly Rough
Rough
Very Rough
Bonus
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AVE.
Penalty
Grind or overlay
FHWA
1985 A.C. Awards
1985 Statewide
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AWARDS 1985
Hwy 217 Beaverton - Tigard A

9953

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8731

R- N/A

Reported to Commission: July 1986

copy
#9865

Name of Case: LUND, et al v. STATE, ODOT

Cause of Action: Declaratory & Injunctive Relief County: Marion

Demands of Plaintiff: Release of Public Records

Settlement: Less than $10,000.00

REMARKS:

William F. Alderman
Signature of Attorney

Kenneth M. Quarles
Concurrence of Chief Counsel

cc: John McCulloch
[redacted]
[redacted]
[redacted]

7753

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
#9865
#9953

TO: O. B. Jackmond
Contract Administration Engineer

DATE:

FROM: Ron Kleinschmit
Ron Kleinschmit
Contract Claims Coordinator

SUBJECT: 1) Jct. Sunset Highway -Jct. Pacific Highway
Beaverton Tigard Highway
F-79(11)
Contract No. 9953
2) Beaverton/Tigard Highway Interchange
Sunset Highway
IX-27-2(17)
Contract No. 9865
Marion County Circuit Court Case 85-1962
Request for Authorization

Attached please find the judgement on the above captioned case fully resolving the issue of Lund vs. State. The settlement, as negotiated by William Cloran of the Attorney General's office, amounts to $5,000.00, constituting a part of the legal expenses incurred by Lund and his counsel.

This letter is written to request authorization for payment of the settlement. Your approval below will provide the authorization for Accounting to rapidly initiate the payment as per the negotiations and settlement. No Federal participation is being requested.

Approved for payment:

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

Accounting: $2,500.00 C09953-286/N
~~$2,000.00~~ C09865-286/N
2500 BN

RK:kjm
03275k

02 0812

81.125.1387

July 14, 1986

Roadway Constructors Corp./
R. A. Hatch Co.
3500 SW Bond Ave.
Portland, OR 97201

CON 5
9953

Re: Time Extension Request
Jct. Sunset Hwy.-Jct. Pacific Hwy.
Contract No. 9953
FAP No. F-79(11)

Your request for additional contract time in which to complete the above project has been reviewed. You requested additional contract time due to the late receipt of an asphaltic concrete mix design.

A contract time adjustment of an additional 13 calendar days is granted for the reason requested. The adjusted contract time of completion for this contract is 463 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Dave Jones w/att.
FHWA w/att.
Bruce Walton - Note: This is "N-P"

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Construction Administration Engineer

DATE: July 3, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: REQUEST FOR TIME EXTENSION
Jct. Sunset Highway-Jct. Pacific Hwy.
Contract 9953

Attached is the contractor's first time extension request for this project. The following is pertinent information:

Date of Award	Feb. 15, 1985
First Notification	March 20, 1985
Specified Completion	450 CD (June 10, 1986)

Contractor's request for 21 calendar days is based on the states failure to provide a mix design within 25 days. Forty-six days were required. The 21 CD would move the completion date to July 1, 1986.

The Project Manager recommends granting the 21 calendar days, and I concur.

7-11-86
W. E. Schwartz -

I concur with Region and Project Manager as to the reason for time extension but contract overran time by 13 C.D. and that is my recommendation.

BJ Jackmond

MC/ct

c: Jones

CE CAE COE OM OE CA CAM EEO

RECEIVED
JUL 07 1986
CONSTRUCTION SECTION

SPC TC SA CC PE CP PQC QCS FILE

17

7753

June 13, 1986

Seth D. Alford
Rose A. Alford
12710 SW Jennett
Beaverton, OR 97005

MAI

Thank you for your letter expressing your concern over the Highway 217 paving project.

Most construction projects in the Metro Region do restrict the contractor from working during peak hours when traffic is moving either "inbound" or "outbound." With Highway 217, this presented a real dilemma as there is no directional flow of traffic during the rush hour. Cars are moving both north and southbound during rush hour.

If the contract specifications were to take that into account, the job would take over twice as long to complete. If construction crews could not start setting up until after morning rush and have to break down prior to evening rush, they would have only four hours of working time. The decision was made to allow the contractor access to the 7.5-mile stretch of highway and complete the work as quickly as possible.

Although some projects allow night work, it is not so much a matter of overtime pay as it is quality of work and safety of the workers. Paving is best done during the day when there is light. In addition, Highway 217 runs very close to some residential neighborhoods. The sound from the trucks and equipment would not be appreciated by those living nearby.

I am sorry for the inconvenience. There is good news. The project is complete this month.

Larry Rullen
State Highway Engineer

bc: Ed Hardt
Mary Volm

LWR:MV:cm

GM MGR OE PPM CE
RECEIVED ME
PDM
GSA Metro Region TAM
RAS PA EM BUD LM

Seth D. Alford
Rose A. Alford
12710 SW Jennett
Beaverton OR 97005
May 31, 1986

H. Scott Coulter
State Highway Division Engineer
102 Transportation Bldg.
Salem OR 97310

Dear Mr. Coulter,

We am writing you in regard to the recent construction on Highway 217. I got your name and address from the 1985-1986 Oregon Blue Book.

We object to the Highway Division doing work on Highway 217 during rush hour. This work should be done during the day or at night. When even one lane on Highway 217 is closed, traffic backs up on it and on the alternative side streets. We and the rest of Washington County pay a significant amount of taxes, and we believe that we deserve our money's worth. Spend the extra dollars, pay some people overtime, and stop unnecessarily inconveniencing the taxpayer. Don't do the work on 217 when the most people want to use it.

Copies of this letter are going to the Highway Division, and my state representative.

Sincerely,

Seth D. Alford

Rose A. Alford

RECEIVED
HWY ENGR
JUN -3 '86
REFER TO
Schwartz
FOR
Info Letter R/D DR
E. Nardt 6-3-86
R/D

May 20, 1986

CON 5 - #9953
#9865

Robert M. Gregg
Attorney at Law
700 N. Devine Road
Vancouver, WA 98661

Thank you for your letter of April 25, 1986, on behalf of Case Power and Equipment Company, stating that their claim against R. A. Hatch Co. has been paid in full.

This claim was in connection with the following contracts awarded to Roadway Constructors Corp. and R. A. Hatch Co.:

Contract No. 9953 on the Junction Sunset Highway-Junction Pacific Highway Section of the Beaverton-Tigard Highway in Washington County.

Contract No. 9865 on the Beaverton-Tigard Highway Interchange Section of the Sunset Highway in Washington County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

Roadway Constructors Corp.
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

bc: Secretary of State

bbc: Bryant Jackmond

NOTED ON CARD
5/20/86 CB

FKN:cb

THE LAW OFFICES
OF
ROBERT M. GREGG
700 N. DEVINE ROAD
VANCOUVER, WASHINGTON 98661

ROBERT M. GREGG*
ROGER J. SHARP**

ADMITTED IN
*WASHINGTON AND OREGON
**WASHINGTON AND NEW HAMPSHIRE

TELEPHONE
206-694-6505
503-223-0254

April 25, 1986

Mr. Robert Gormsen
Manager, Commission Services
Room 121, Transportation Building
Salem, OR 97310

RE: Case Power & Equipment v. R.A. Hatch
State Contract Nos. 9865 and 9953

Dear Mr. Gormsen:

The claims of Case Power and Equipment Company against the R.A. Hatch Company relating to the above referenced Highway Division contracts have been paid in full. Please take such steps as are necessary to cancel such claims.

Thank you for your assistance and cooperation.

Very truly yours,

Robert M. Gregg

cc: Case Power and Equipment
R.A. Hatch Co.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

John R. McCulloch, Jr.
Chief Trial Counsel

April 7, 1986

William F. Cloran
Assistant Attorney General

John Lund, et al v. State
Marion County Circuit Court Case No. 85-1962

CLOSING REPORT

copy #9865

This suit was filed in Marion County Circuit Court contesting the State's refusal to furnish Davis-Bacon Act wage rate records to John Lund, Field Supervisor for the International Union of Operating Engineers Local 701.

The initial petition requested records kept pursuant to ORS 279.354 et seq. The petition was denied by the Attorney General because such records are exempt when in the hands of the Commissioner of the Bureau of Labor and Industries. It seemed to make little sense for them to be exempt in the hands of the Commissioner and not also exempt in the hands of the Highway Division. However, both parties were mistaken as to the nature of the records. The records were, in fact, kept pursuant to 40 USC § 276a of the Davis-Bacon Act and specifically exempted from the provisions of ORS Chapter 279. This was discovered after the complaint was filed.

On behalf of defendant, this office filed a motion for summary judgment dismissing the case as moot since the records requested did not, in fact, exist. The Union countered with an amended petition and an amended complaint requesting records under the Davis-Bacon Act. Review by the Attorney General's office indicated that those records would be releasable with the exception of the Social Security numbers. The Union concurred but sought to expand its decree to declare that all Davis-Bacon Act payrolls would be releasable under the Public Records Act regardless of the circumstances surrounding the request citing Kotulski v. Mt. Hood Community College, 62 Or App 452, 660 P2d (1983). A summary judgment based on that case was taken under advisement.

Once the facts were sorted out, plaintiff and defendant were virtually in agreement as to the disposition to be made of the particular records. The remaining issues to be decided were whether plaintiff was entitled to relief broader in scope than the case before the court and what was to be done in terms of attorney fees. Were trial to be had on the broader issue, it would necessitate a trial of three to five days in length with testimony from state labor compliance officials and project managers. In view of the expense, the Highway Division agreed that an offer of settlement should be made proposing to pay $5,000 in attorney fees in return for a stipulated judgment ordering release of the records in this case but covering no wider relief. Plaintiff agreed with the terms of the offer but countered requesting that the judgment stipulated to be distributed to defendant's project managers and those concerned with labor relations and release of information. Defendant agreed since this would be done in any case, and a stipulated order of dismissal embodying the judgment was entered.

This matter was resolved equitably at a total cost to the Highway Division of less than $10,000. Its tortured course simply illustrates what is likely to occur when similar but not identical regulations are placed in force by correlative state and federal bodies. We recommend that ORS Chapters 192 and 279 be reviewed to determine whether or not additional legislative action is necessary either to protect all payroll records from disclosure when in the hands of state agencies or the Commissioner. In the alternative, appropriate statutes should be modified to render the wage rate records non-exempt when in the hands of the Commissioner.

WFC/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes

9705

April 1, 1986

Mr. Gene Mechanic
Attorney at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

ccpf
#9865

Re: John Lund v. State
Marion County Circuit Court Case No. 85-1962

Dear Gene:

Attached please find the Highway Division's warrant in the amount of $5,000 made out jointly to you and Local 701 of the Operating Engineers. The Judgment in this case is being distributed to the field today. I will forward you a copy of the transmittal letter should you desire. I believe that the records called for by the Order may have already been furnished to your client. If this is not the case, you may feel free to have Mr. Lund or another representative of the union check with the appropriate field offices.

When you have satisfied yourself as to these matters, I am requesting that a satisfaction of judgment be filed to close out the case file.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Attachment

9953

4-1-86

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

JUDGMENT

FILED
STATE OF OREGON
MARION
CIRCUIT
APR 1 8 47 AM '86
TRIAL COURT ADMINISTRATOR
BY

This matter having become on before the Court, upon the agreement of the parties to a judgment by stipulation and the Court being duly advised,

NOW, THEREFORE, BASED UPON THE PARTIES' STIPULATION, IT IS HEREBY ORDERED, ADJUDGED AND DECREED, as follows:

1. Defendant shall release to plaintiff the weekly payroll statements requested by plaintiff for contracts number 98-65 and 99-53, except that based upon plaintiff's withdrawal of its request that social security numbers be included as part of the disclosure, defendant may delete social security numbers from the records provided to plaintiff;

2. The weekly payroll statements submitted to defendant in accordance with the Davis-Bacon Act (40 USC Setion 276a) and requested by plaintiff for projects 98-65 and 99-53 are public records subject to disclosure under the Oregon Public Records Law, ORS 192.500 et. seq.;

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

3. Defendant shall provide a copy of this judgment to the Director of the Oregon Department of Transportation, the State Highway Engineer, the Chief Compliance Officer for the Highway Division and all State Highway Division Project Managers;

4. Defendant shall reimburse plaintiff its reasonable attorney fees in the amount of $5,000.

DATED this 1st day of April, 1986.

ROBERT B. McCONVILLE
ROBERT B. McCONVILLE
Circuit Judge

IT IS SO STIPULATED:

Gene Mechanic
Gene Mechanic, OSB #77054
Attorney for Plaintiff

William F. Cloran
William F. Cloran, OSB #72050
Attorney for Defendant

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

9953

N

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
#9865 and #9953

TO: Fred Miller, Director
Larry Rulien, State Highway Engineer
Thomas Jones, EEO, MBE & Labor Compliance

DATE: April 1, 1986

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Court Judgement
Contract Nos. 9865 and 9953
Marion County Circuit Court #85-1962

Attached for your information is a copy of a judgement issued by Marion County Court in the above captioned litigation.

OBJ:RJK:kjm

Attachment

cc: Region Engineers w/attach.
Project Mangers w/attach.
Jack Sollis w/attach.
William Cloran w/attach.
CON 4 w/attach.

04012k

Fred - they asked for payment of records - we resisted - the says they are entitled - Larry

what happened ?

RECEIVED
STATE HWY ENGR
APR 3 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
APR 02 '86
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
APR 04 '86
REFER TO
B Thma
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
ROBERT N. BOTHMAN

FRED MILLER

R. N. BOTHMAN

01-125-1367

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 JUDGMENT

FILED
STATE OF OREGON
MARION
CIRCUIT
APR 1 8 57 AM '86
TRIAL COURT ADMINISTRATOR
BY

This matter having become on before the Court, upon the agreement of the parties to a judgment by stipulation and the Court being duly advised,

NOW, THEREFORE, BASED UPON THE PARTIES' STIPULATION, IT IS HEREBY ORDERED, ADJUDGED AND DECREED, as follows:

1. Defendant shall release to plaintiff the weekly payroll statements requested by plaintiff for contracts number 98-65 and 99-53, except that based upon plaintiff's withdrawal of its request that social security numbers be included as part of the disclosure, defendant may delete social security numbers from the records provided to plaintiff;

2. The weekly payroll statements submitted to defendant in accordance with the Davis-Bacon Act (40 USC Setion 276a) and requested by plaintiff for projects 98-65 and 99-53 are public records subject to disclosure under the Oregon Public Records Law, ORS 192.500 et. seq.;

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law

3. Defendant shall provide a copy of this judgment to the Director of the Oregon Department of Transportation, the State Highway Engineer, the Chief Compliance Officer for the Highway Division and all State Highway Division Project Managers;

4. Defendant shall reimburse plaintiff its reasonable attorney fees in the amount of $5,000.

DATED this 1st day of April, 1986.

ROBERT B. McCONVILLE
ROBERT B. McCONVILLE
Circuit Judge

IT IS SO STIPULATED:

Gene Mechanic
Gene Mechanic, OSB #77054
Attorney for Plaintiff

William F. Cloran
William F. Cloran, OSB #72050
Attorney for Defendant

9785

March 26, 1986

Mr. Gene Mechanic
Attorney at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

copy
#9865

Re: Lund v. State of Oregon
Marion County Circuit Court Case No. 85-1962

Dear Gene:

I am responding to your letter of March 21, 1986 enclosing a proposed stipulated judgment. My client prefers a more neutral wording to that proposed in the draft. I assume that this can be accommodated.

The second matter is the matter of payment of attorney fees in the amount of $5,000. The proposed order lists these as prevailing party costs and fees under ORS Chapter 192. The offer to reimburse attorney fees was made as a good faith offer of settlement in order to avoid the incursion by either party of additional expenses in connection with this litigation. My client strongly objects to inclusion of any statement in the stipulated judgment which would indicate that it is anything other than a stipulation disposing of the case reached by mutual agreement. I have redrafted the proposed judgment to reflect these concerns and hope that it meets with your approval.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep
Enclosure

NUMBER 04/01/86 4 291 FISCAL YR 86

OREGON STATE HIGHWAY DIVISION — **REMITTANCE ADVICE**

INVOICE DATE	INVOICE NUMBER OR DESCRIPTION	GROSS AMOUNT	DISCOUNT/ INTEREST	NET AMOUNT
04/01/86	FILE: CON 5			
	#9865			$2,500.00
	#9953			$2,500.00
			TOTAL PAYMENT	$5,000.00

rm 734-1350A

NOT NEGOTIABLE

HIGHWAY DIVISION
OREGON DEPARTMENT OF TRANSPORTATION

TO THE STATE TREASURER SALEM, OREGON 96-10 / 1232

WARRANT

4688145 / 73404	DATE 04/01/86	CHECK NO.	PAY	$
			**********5,000 DOLLARS 00 CENTS	$5,000.00

HIGHWAY FUND

VOID AFTER 2 YEARS FROM DATE OF ISSUE

Form 734-1350

THE ORDER OF

GENE MECHANIC - OPERATING ENGINEERS 701
% R/W

"4688145" :123200101: 73404"

BDV 3

9953

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff,	)	No. 85-1962
v.	)	JUDGMENT
THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	)	

This matter having duly come before the court upon the agreement of the parties to a judgment by stipulation and the Court being duly advised,

NOW, THEREFORE, BASED UPON THE PARTIES' STIPULATION, IT IS HEREBY ORDERED, ADJUDGED AND DECREED, as follows:

1. Defendant shall release to plaintiff the weekly payroll statements requested by plaintiff for contracts number 9865 and 9953, except for the social security numbers. Defendant may delete social security numbers from the records provided to plaintiff;

2. The weekly payroll statements submitted to defendant in accordance with the Davis-Bacon Act (40 USC § 276a) and requested by plaintiff for projects 9865 and 9953 are public records subject to disclosure under the Oregon Public Records Law, ORS 192.500 et seq.;

///

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

3. Defendant shall distribute a copy of this judgment to the Director of the Oregon Department of Transportation, the State Highway Engineer, the Chief Compliance Officer for the Highway Division, and all State Highway Division Project Managers;

4. Defendant shall reimburse plaintiff its reasonable attorney fees in the amount of $5,000.

DATED this ___ day of _____, 1986.

_____
ROBERT B. McCONVILLE
Circuit Judge

IT IS SO STIPULATED:

_____
GENE MECHANIC, OSB #77054
Attorney for Plaintiff

_____
WILLIAM F. CLORAN, OSB #72050
Attorney for Defendant

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

9953

GOLDBERG, MECHANIC & GOLDSTEIN
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN *

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND WASHINGTON BARS

March 21, 1986

Mr. William F. Cloran
Assistant Attorney General
Department of Justice
Trial Division
Justice Building
Salem, OR 97310

RE: Lund v. State of Oregon
Marion County Cir. Ct. No. 85-1962

Dear Bill:

I am enclosing a draft of a stipulated to judgment which, I believe, basically reflects the conversation we had on March 20, 1986 about the contents of our apparent agreement.

Please give me a call immediately after reviewing the document.

Thank you for your consideration.

Sincerely,

Gene

GENE B. MECHANIC

GBM/sb
Enclosure

RECEIVED
MAR 24 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 JUDGMENT

This matter having become on before the Court, the Honorable Robert B. McConville presiding, on the 7th of March, 1986, pursuant to the parties' cross-motions for summary judgment and plaintiff's motion for leave to file an amended complaint, and plaintiff having appeared through his attorney, Gene Mechanic, and defendant having appeared through its attorney, William Cloran, and the Court having granted plaintiff's motion for leave to file an amended complaint, having denied defendant's motion for summary judgment and having taken under advisement plaintiff's cross-motion for summary judgment;

NOW, THEREFORE, BASED UPON THE PARTIES' STIPULATION, IT IS HEREBY ORDERED, ADJUDGED AND DECREED, as follows:

1. Defendant shall release to plaintiff the weekly payroll statements requested by plaintiff for contracts number 98-65 and 99-53, except that based upon plaintiff's withdrawal of its request that social security numbers be included as part of the

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

disclosure, defendant may delete social security numbers from the records provided to plaintiff;

2. The weekly payroll statements submitted to defendant in accordance with the Davis-Bacon Act (40 USC Setion 276a) and requested by plaintiff for projects 98-65 and 99-53 are public records subject to disclosure under the Oregon Public Records Law, ORS 192.500 et. seq.;

3. Defendant shall provide a copy of this judgment to the Director of the Oregon Department of Transportation, the State Highway Engineer, the Chief Compliance Officer for the Highway Division and all State Highway Division Project Managers;

4. Defendant shall pay plaintiff $5,000 as reasonable fees and costs to the prevailing party under ORS 192.490.

DATED this _____ day of _____, 1986.

_____
ROBERT B. McCONVILLE
Circuit Judge

IT IS SO STIPULATED:

_____
Gene Mechanic, OSB #77054
Attorney for Plaintiff

_____
William F. Cloran, OSB #72050
Attorney for Defendant

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

9795

March 18, 1986

Gene Mechanic
Goldberg, Mechanic
& Goldstein
Attorneys at Law
200 Alder Park building
808 S.W. Alder Street
Portland, Oregon 97205

copy
#4865

Re: John Lund, in his capacity as Field Supervisor for the International Union of Operating Engineers, Local No. 701
v. State of Oregon, Department of Transportation
Marion County Cir. Ct. No. 85-1962

Dear Gene:

Per our conversation of Friday afternoon, I have discussed the matter of settlement of the Lund case with Don Arnold, Special Counsel to the Attorney General. In reviewing your Amended Complaint I note that the relief requested is as to the petition filed. However, only in enacting ORS chapter 192, the Legislature chose a statutory scheme which requires an exercise of discretion as to each public document request. This requires a decision at the agency level first with review by the Attorney General or District Attorney prior to a resort to the courts. It is our position that entry of an order of judgment which circumvents the decision-making process as to any class of records, violates the plain language of the statutes as well as the legislative intent. It is beyond our authority to enter into such an order.

We propose that since the parties are in agreement as to the particular petition involved, an order granting a voluntary dismissal with prejudice be stipulated to by the parties under ORCP Rule 54B. If this is done and for the purposes of settlement only, my client has authorized to offer a monetary settlement of $5,000 for attorney fees. Please let me know if this is acceptable to your client.

Sincerely,

William F. Cloran
Assistant Attorney General

WFC:cg
bcc: Don Arnold

9953

3-13-86

CERTIFIED TRUE COPY
Gene Mechanic

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 ORDER

This matter having come on before the Court, the Honorable Robert B. McConville presiding, on the 7th day of March, 1986, pursuant to the parties cross-motions for summary judgment and plaintiff's motion for leave to file an amended complaint, and plaintiff having appeared through his attorney, Gene Mechanic, and defendant having appeared through its attorney, William Cloran, and arguments having been heard and the Court being fully advised in the premises;

NOW, THEREFORE, IT IS HEREBY ORDERED as follows:

1. Plaintiff's motion for leave to file an amended complaint is granted.

2. Defendant's motion for summary judgment is denied.

3. Plaintiff's cross-motion for summary judgment is hereby taken under advisement and the parties shall notify the Court by no later than March 21, 1986 whether they wish the Court to render a decision on said motion. If the parties do wish the

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

Court to render a decision, defendant shall be given ten days from the date of notification to respond to plaintiff's cross-motion for summary judgment and plaintiff shall be given seven days from the filing of said response to reply.

DATED this _____ of March, 1986.

_____
Robert B. McConville
Circuit Judge

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
806 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing ORDER on the following attorney on the 13 day of March, 1986, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, and deposited in the post office at Portland, Oregon, on said day:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

GOLDBERG, MECHANIC & MECHANIC

By Gene B. Mechanic
GENE B. MECHANIC, OSB # 77054
Of Attorneys for Plaintiff

RECEIVED
DEC 12 1986
TAX DIVISION, DEPT OF JUSTICE
SALEM, OREGON

CL 198 - D109

9953

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1986

FILED
MAR 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9953

Associated Sand & Gravel
Company, Inc.
P.O. Box 383
Tualatin, OR 97062

We have received your letter dated February 4, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Associated Sand & Gravel Co., Inc.
AMOUNT:	$665.44
FOR:	Material
AGAINST (Prime contractor):	Roadway Constructors Corp. & R. A. Hatch Co., a JV
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Co.
AGENT:	Corroon & Black of Oregon

NOTED ON CARD
5/21/86 CB

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing. According to our records, this contract has not been completed.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Roadway Constructors Corp. and
R.A. Hatch Co., A JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

S&G ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. • P.O. BOX 363 • TUALATIN, OR 97062

February 4, 1986

MR. ROBERT GORMSEN
Oregon State Highway Division
Transportation Building
Room 121
Salem, OR 97310

Contract No: 9953

Dear Mr. Gormsen;

Notice is hereby given that the undersigned Associated Sand & Gravel Co., Inc. has a claim for Concrete Sewer Pipe, Manhole Materials, Concrete Sewer Fittings and Castings furnished to Roadway-Hatch on your contract #9953 in the sum of $665.44.

We would appreciate any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

Albert P. Demers
Oregon Division Manager

APD:tc

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FEB -6 1986
SERVICES

(503) 692-3885 • 1-800-648-6609
An ARC America Company

9953 D 3-4-86

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 MEMORANDUM IN OPPOSITION TO PLAINTIFF'S MOTION TO AMEND

STATEMENT OF THE CASE

Plaintiff John Lund brought this action to contest a denial of his petition to inspect records concerning wages paid to laborers and mechanics on two highway construction projects and seeks declaratory and injunctive relief. Plaintiff seeks certified payroll statements pursuant to the Oregon Public Records Act, ORS 192.410 to 192.500 (Ex. A, Petition to Review Denial of Right to Inspect State Public Records Under ORS 192.450). The Attorney General denied plaintiff's petition (see Ex. B). Plaintiff made a Supplemental Request for Review (Ex. C). The request was granted on the basis that the Davis-Bacon Act regulated the contract, thus the confidentiality providions of ORS 279.355(3) and 279.359(3) did not apply (Ex. D).

The contracts about which plaintiff inquired are exempt from 279.354 by virtue of 279.357(2). The Highway Division Act and the records custodian for the Federal Highway Administration

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JUSTICE BUILDING
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PHONE 378-4400

(FHWA) maintain similar records pursuant to 40 USC § 276(a). Release of the federal records is governed by the federal "Freedom of Information Act" (FOIA), 5 USC 552(a), and the "Privacy Act", 5 USC 553 according to 29 CFR part 3 and 29 CFR part 5.

Plaintiff now seeks to categorize weekly payroll statements for federal aid highway projects undertaken by defendant as public records subject to disclosure under the Public Records Act. Plaintiff has made no request for relief to FHWA under 5 USC 552(a) or 5 USC 553.

NATURE OF PRESENT PROCEEDINGS

Plaintiff now seeks to amend its complaint to completely change the basis for its cause of action from a request for disclosure under Oregon's Public Records Act of the public works contract regulated by Oregon law (Oregon Commissioner of the Bureau of Labor and Industries) to a request for disclosure under Oregon's Public Records Act of the Federal Highway Administration contract regulated by the Davis Bacon Act (40 USC § 276(a)) (see Amended Complaint, paragraphs 3, 4, and 5).

ARGUMENT

In opposition to plaintiff's Motion to Amend, defendant State of Oregon incorporates by reference defendant's Motion for Summary Judgment and the Affidavits and Memorandum of Law attached thereto.

The Oregon Rules of Civil Procedure allow the filing of an amended pleading only by leave of the court or by written consent of opposing counsel. ORCP 23. The rules state that leave shall

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be freely granted when justice so requires. ORCP 23(a). However, delayed amendments to pleadings is not an absolute right. On the contrary, it is a privilege subject to the discretion of the trial judge. McKee v. McKee, 232 Or 377, 375 P2d 826 (1962). The court should refuse plaintiff's untimely motion to amend because allowing plaintiff to substantially change its cause of action will unduly prejudice the defendant.

Plaintiff attempts to change the whole theory of his case now that defendant's summary judgment motion is pending. Defendant's summary judgment motion was filed November 4, 1985. Plaintiff filed a motion for an extension of time to respond to the summary judgment on November 6, 1985. Plaintiff then filed a second motion for an extension of time on December 17, 1985. At that time, plaintiff filed a motion for leave to amend along with an amended complaint. The amended complaint substantially changed plaintiff's theory of the case.

It would be an abuse of discretion to allow plaintiff to file an amended complaint when a new issue would be injected into the case. See Hansell v. Douglas, 234 Or 315, 380 P2d 977 (1963) (it is not an abuse of discretion to deny leave to amend where amendment would inject new issues and where cause already submitted); but see State ex rel J.F. Konen Construction Co. v. U.S. Fidelity & Guaranty Co., 234 Or 554, 380 P2d 795, reh'g 234 Or 554, 382 P2d 858 (1963) (plaintiff allowed to amend because amendment did not substantially change plaintiff's cause of action).

Plaintiff seeks to change the basis of his theory from

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disclosure under Oregon's public records law of certified payrolls on a public works contract to disclosure under Oregon's public records law on a federal aid highway project. This constitutes a substantial change in plaintiff's theory of the case. Therefore, the court should refuse a motion to amend to prevent undue prejudice to the defendant.

The Oregon Court of Appeals has held that it will look to federal law for guidance when interpreting the Oregon Rules of Civil Procedure regarding summary judgments and amendments to pleadings where the Oregon rules and the federal rules were basically identical. Hussey v. Huntsinger, 72 Or App 565, 696 P2d 580 (1985). It would, therefore, be appropriate to examine federal law in the area of amendments to pleadings.

Although a federal court may exercise broad discretion in allowing motions to amend, the court may in its discretion refuse a motion to amend to prevent undue prejudice to the opposing party. Roberts v. Arizona Board of Regents, 661 F2d 796 (1981). The federal notice-pleading rules are much more liberal than Oregon's fact-pleading rules. Thus, judicial discretion under ORCP 23(a) would be much more restrictive than under FRCP 15(a).

The Roberts court applying FRCP 15(a) affirmed the district court's denial of leave to amend the plaintiff's complaint to prevent prejudice to the defendant. Roberts, supra, 661 F2d at 798. The Roberts court found that undue prejudice existed because defendant's motion for summary judgment was pending and because discovery was virtually complete. Id.

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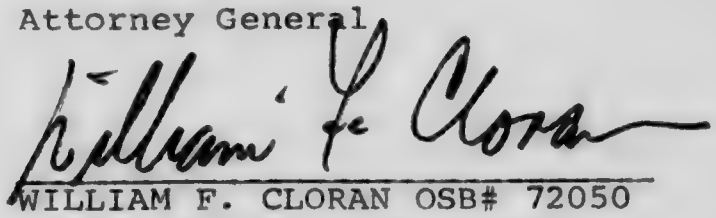
This fact situation parallels the fact situation in Lund. Defendant's motion for summary judgment is pending and discovery is complete. Defendant, in this case, moved for summary judgment because plaintiff's complaint raised issues of law and no material facts were in dispute. Plaintiff now seeks to materially change the issues. Therefore, since the plaintiff in Roberts was refused leave to amend under the more liberal federal pleading rules, plaintiff Lund should also be denied leave to amend under the more stringent Oregon pleading rules.

CONCLUSION

The court should refuse plaintiff's untimely motion to amend because (1) it substantially changes plaintiff's theory of the case, (2) it was filed with a summary judgment motion pending, and after discovery was complete, and (3) the courts need to weigh the extreme prejudice to the party on the one hand against the interest of justice on the other.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General



WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
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Telephone: 378-6313

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PHONE 378-4400

CERTIFICATE OF SERVICE

I hereby certify that on the 4th day of ~~February~~ March, 1986, I served a true copy of the within Memorandum in Opposition to Plaintiff's Motion to Amend which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Gene B. Mechanic
Goldberg & Mechanic
Attorneys at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☒ ~~Circuit~~ Court
☐ District Court
☐ U.S. District Court

Re: Lund
v. State
Case No. 85-1962
Our File No.
Memorandum in Opposition to Motion to Amend
(Title of Document)

☐ Signed _____, 19__
☒ ~~Filed~~ 3-4-86, 19__
By Judge _____

_____
(Clerk's Sig.)

SP-16200-127

Page

9953

1-26

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor organization, Plaintiffs, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	NO. 85-1962 PLAINTIFF'S CROSS-MOTION FOR SUMMARY JUDGMENT AND FOR AN AWARD OF ATTORNEY FEES

Pursuant to ORCP Rule 47, plaintiff moves the Court for an order awarding summary judgment in his favor and, specifically:

1. Declaring that the failure of defendant to disclose the certified payroll statements requested by Plaintiff violated the Oregon Public Records Act, ORS 192.410 to 192.500;

2. Declaring that weekly payroll statements for federal-aid highway projects undertaken by defendant are public records subject to disclosure under the Oregon Public Records Act;

3. Awarding plaintiff reasonable attorney fees and costs.

This motion is based upon the pleadings filed herein, and the affidavits, exhibits, and memorandum of law submitted herewith.

Respectfully submitted,

GENE MECHANIC
Attorney for Plaintiff

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IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 MEMORANDUM IN SUPPORT OF PLAINTIFF'S CROSS-MOTION FOR SUMMARY JUDGMENT AND IN OPPOSITION TO DEFENDANT'S MOTION FOR SUMMARY JUDGMENT AND FOR AN AWARD OF ATTORNEY FEES

INTRODUCTION

This action is brought pursuant to the State Public Records Act, ORS Section 192.410 - 192.500. Plaintiff seeks disclosure of weekly payroll statements for two federal-aid highway projects currently being undertaken by defendant (Beaverton-Tigard Interchange and Sunset-Pacific Highway projects).

Under 29 CFR Part 23 and the contracts between defendant and the prime contractors for each project, the prime contractors must provide defendant with a certification that the prevailing wages for federal aid highway projects, as determined by the U.S. Secretary of Labor, are being met. The contractor must also provide defendant with a payroll statement showing the names of each employee and their social security numbers, addresses, job classifications, hours worked and wages paid.

Specifically, plaintiff sought the release from defendant of the following public records:

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1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for work performed on the Beaverton-Tigard Interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53. (See Plaintiff's Exhibit 1 attached to Cross-Motion.)

Defendant ignored the request and plaintiff filed a petition with the Attorney General under ORS 192.450 (See plaintiff's Exhibit 2.) By order dated August 6, 1985, the Attorney General refused to order disclosure, claiming that the information requested was confidential and thus exempt from disclosure under ORS 279.348 - 279.365 and ORS 192.500. (See plaintiff's Exhibit 3.)

Plaintiff then instituted this action for declaratory and injunctive relief. Defendant answered, claiming that the State did not keep requested records on the projects in question under state law as believed by plaintiff but, rather, in accordance with federal law. Defendant also alleged that any such records, if they existed, would be exempt from public disclosure under ORS 192.500(1)(b), 192.500(1)(c), 192.500(1)(e), 192.500(2)(b), and 192.500(2)(g).

The State's position is disingenuous. Initially, the State denied release of the requested information, claiming explicitly

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that the requested information was confidential under the State prevailing wage law; later the State denied the existence of the information altogether. Plaintiff filed the complaint in this case based upon the understanding obtained from the State Attorney General's Office that these two projects were state public works projects, not federal-aid highway projects. After plaintiff was forced to file this lawsuit to obtain the records, defendant then notified plaintiff that the projects for which the records were requested were not state public work projects but, rather, federal-aid highway projects. After proceeding through discovery, plaintiff confirmed the accuracy of defendant's belated information that the records were maintained pursuant to the federal prevailing wage laws.

Plaintiff then submitted a supplemental petition to the Attorney General stating that these records are maintained under the federal Davis-Bacon Act, with the hope that the defendant would decide, upon reflection, that its refusal to supply the records was improper. (See plaintiff's Exhibit 4.)

In a response dated December 13, 1985, the Attorney General finally agreed that plaintiff is entitled to the records requested, with the deletion of the employees' social security numbers (see plaintiff's Exhibit 5). Plaintiff has now sought to file a First Amended Complaint to reflect the correct source of the records and the pertinent events which have resulted in a change of position on the part of defendant.

The recent developments have not affected plaintiff's right

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to a declaratory judgment that defendant's refusal to disclose certified payroll statements violated the state public records law. Defendant should have given plaintiff accurate information on the source of the records and have provided the records from the start. The reality is that defendant has always had possession of the certified payrolls as initially requested by plaintiff. Plaintiff is also entitled to a declaration that certified payroll statements are public records subject to disclosure, so that this dispute will not arise again. Moreover, plaintiff is entitled to costs and attorney's fees for its efforts in pursuing this litigation. Plaintiff has withdrawn his request for social security numbers to be included in the disclosure, reserving that issue for another day.

ARGUMENT

PLAINTIFF IS ENTITLED TO SUMMARY JUDGMENT IN HIS FAVOR SINCE THE REQUESTED RECORDS ARE PUBLIC RECORDS SUBJECT TO DICLOSURE. PLAINTIFF IS ALSO ENTITLED TO AN AWARD OF ATTORNEY FEES AND COSTS

A. Summary Judgment is Appropriate in This Proceeding.

Since neither the pleadings, affidavits, or exhibits before this Court raise material issues of fact, summary judgment is appropriate. E.g., Christensen v. Murphy, 296 Or. 610, 613, 678 P.2d 1210 (1984). Because plaintiff is entitled to judgment as a matter of law, his Cross-Motion for Summary Judgment should be granted.

As a general rule, the Oregon Public Records Act strongly favors disclosure. ORS 192.420 construed in, Pace Consultants

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v. Roberts, 297 Or. 590, 594, 687 P.2d 779 (1984). A presumption in favor of disclosure exists. Turner v. Reed, 22 Or. App. 177, 187, 538 P.2d 373 (1975). A state agency has the burden of proving that an exemption applies and that the public interest favoring disclosure should not be given full effect. Id. at 182 n. 6.

The State's belated release of the requested records, which occurred after the plaintiff filed suit, does not dispose of this controversy. Smith v. School Dist. No. 45, 63 Or. App. 685, 692, 666 P.2d 1345, rev. den., 295 Or 775 (1983). As discussed below, declaratory relief remains ripe for adjudication because the plaintiff in this case sought a declaration that the Agency's actions violated the Public Records Act. Id. at 6920-93.

Moreover, plaintiff is entitled to a declaration that certified payroll statements are public records that "plaintiff or others could review, not just this one time, but at other times in the future." See Kotulski v. Mt. Hood Community College, 62 Or App 452, 458, 660, P. 2d 1083 (1983).

B. Plaintiff is Entitled to Declaratory Relief.

Throughout this action, plaintiff sought not only release of the requested public records, but also a declaration that defendant's actions violated the Oregon Public Records Act, ORS 192.420 - 192.440, and that the Act generally requires release of certified payroll statements. See, Plaintiff's Complaint, Paragraph V and Plaintiff's Amended Complaint, Paragraph 11.

The State left plaintiff no recourse except to file this

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suit. Plaintiff spent a significant amount of time and energy pursuing the available remedy. Plaintiff or others may well wish to inspect similar records in the future; therefore, declaratory relief is proper in order settle the public's entitlement to certified payroll statements. Kotulski v. Mt. Hood Community College, supra.

The State initially interposed a laundry list of exemptions to disclosure of the requested wage reports. The State has ostensibly disavowed its earlier position with respect to the records on the two projects at issue.[1] However, it remains unwilling to concede that the public is generally entitled to disclosure of certified payrolls, even though defendant's director, Fred Miller, admitted that "there should be some consistent direction to our offices" on disclosure of generally maintained records such as certified payrolls (see Deposition of Fred Miller, p. 12-13, Plaintiff's Exhibit 6).

In sum, defendant's current position on disclosure of certified payroll statements remains unclear despite its willingness now to release to plaintiff the records on two projects. In fact, Highway Division officials have recently said that the agency still has a general policy not to disclose certified payrolls to the public. (See Depositions of John Widmer, labor

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[1]The Attorney General's December 13, 1985 decision specifically waived the asserted personal privacy exemption to disclosure ORS 192.500(2)(b). (See plaintiff's Exhibit 5.) The letter made no mention of other objections to disclosure which were raised in defendant's Answer.

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compliance officer, plaintiff's Exhibit 7, p. 29-30; Bryan Jackmond, Engineering Contract Manager; plaintiff's Exhibit 8, p. 19-20.) A judicial clarification of the legal rights of the parties remains warranted.

Accordingly, plaintiff is compelled to discuss below the exemptions raised by the State in its Answer.

C. None of the State's Claimed Exemptions Barred Disclosure.

1. Federal prohibition on disclosure.

First, defendant claimed that the requested information is exempt from disclosure under ORS 192.500(2)(g). That provision prohibits disclosure of information which cannot be disclosed pursuant to federal law. The State's position is untenable. The Davis-Bacon Act manifests a policy of disclosure by requiring wage rate compliance postings at the job site. 40 U.S.C. Section 276a. More important, the Federal Highway Administration, the federal agency in charge of wage rate monitoring, specifically encourages state disclosure of the requested records. 23 CFR Section 17.5(2)(e) (1985). See plaintiff's Exhibit 9. Thus, no federal statute or regulation prohibits the State's release of wage rate compliance reports.

2. Personal Information

The State next asserted that the requested information is exempt from disclosure under ORS 192.500(2)(b) -- the personal information exemption. Yet, every court which has considered a personal information exemption to release of Davis-Bacon wage

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reports has rejected the assertion. Laborers International Union, Local No. 374 v. City of Aberdeen, 31 Wash. App. 445, 642 P.2d 418, 421-22 (1982); International Brotherhood of Electrical Workers Local 41 v. U. S. Dept. of Housing & Urban Development, 593 F. Supp. 542, 544-45 (D. D.C. 1984) aff'd, 759 F.2d 959 (D.C. Cir. 1985); Hopkins v. City of Buffalo, 107 A.D.2d 1028, 1029, 486 N.Y.S. 2d 514 (1985). In fact, the State has recognized that its position on this issue was without merit. By order of the Attorney General (See plaintiff's Exhibit 5), the State essentially adopted the plaintiff's position on this issue.

The State's past conduct in providing the exact kind of records requested here to union trust fund employees highlights the lack of merit in its initial refusal to release records to plaintiff based on the personal information exemption. (Widmer Deposition, p. 12-13; plaintiff Exhibit 7; Deposition of Walter Bartel, p. 23-24; plaintiff Exhibit 10.)

Moreover, it is important to note that Tri-Met, the City of Portland, and the Mid-Fork Irrigation District have recently provided plaintiff with access to certified payrolls maintained under federal prevailing wage laws without hesitancy. (See Affidavit of John Lund and attached exhibits, plaintiff's Exhibit 11.)

3. Business Records

The defendant also claimed that the requested information is exempt from disclosure under ORS 192.500(1)(e), the business record exemption. The exemption has not be interpreted in the

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Oregon courts. The relevant langauge reads:

> Information consisting of production records, sale or purchase records or catch records, or similar business records of a private concern or enterprise, required by law to be submitted to or inspected by a governmental body to allow it to determine fees or assessments payable or to establish production quotas, and the amount of such fees or assessments payable or paid to the extent that such information is in a form which would permit identification of the individual concern or enterprise. (emphasis added.)

The payroll records in question are not used for making fee assessments or setting production quotas. (See Deposition of Lawrence Rulien, Highway Engineer, p. 29-30, plaintiff's Exhibit 12; Deposition of Edward Hardt, Regional Engineer, p. 13; plaintiff Exhibit 13). Rather, the express purpose of the records is to ensure that contractors pay prevailing rates as required by federal statute and regulation. 40 U.S.C. Sections 276a and 276c; 29 CFR Sections 5.5 and 5.6; See also, Local 374 v. City of Aberdeen, 642 P.2d at 420.

4. Material Compiled for Criminal Investigations

Defendant next asserted that the requested information is exempt from disclosure under ORS 192.500(1)(c). That provision limits the disclosure of materials gathered for criminal law purposes.

Of course, certified payroll statements are not gathered for criminal law purposes. Additionally, plaintiff is not even aware of a criminal investigation pending in this matter which in any way relates to the requested records. The State's belated

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release of the records underscores this point. During discovery, State officials mentioned an investigation now pending related to illegal use of owner-operators on these two projects. But the list of owner-operators used on the projects involved separate documents from the records at issue here. (See Bartel deposition, p. 23-24, plaintiff's Exhibit 10; Widmer Deposition, p. 24-25, plaintiff's Exhibit 7.)

5. Trade Secrets

Finally, the State claimed that the requested certified payrolls are trade secrets exempt from disclosure under ORS 192.500(1)(b). The precise definition of "trade secret" is subject to some debate. However, wages paid to construction workers for various tasks can under no definition of the term be considered a trade secret.

A trade secret is defined as a process, product or idea not widely known in a given industry which provides the holder with a competitive advantage. ORS 192.500(1)(b). See, Public Citizens Health Research Group v. Food and Drug Administration, 704 F.2d 1280, 1288 (D.C. Cir. 1983); see also, Mountain State Tel. & Tel. Co. v. Dept. of Public Service, 634 P.2d 181, 185 (Mont. 1981). In short, costs paid for goods or services do not fall within the trade secret exemption. Racal-Milgo Government Systems, Inc. v. Small Business Administration, 559 F.Supp. 4, 6-7 (D.D.C. 1981) (computer price is not exempt from disclosure under trade secret exemption of FOIA, 5 U.S.C. Section 552(b)(4)).

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6. **Public Interest Served by Disclosure.**

As a general matter, the Union's request for the records in question serves a social benefit and is reasonable. Through review of the certified wage reports, the Union can help the State monitor wage level compliance. See, Lund Affidavit, plaintiff's Exhibit 11, pp. 3-4. Unions and their trust funds have often provided compliance officers with information leading to corrections of contractor mistakes on meeting prevailing wage requirements. See Lund Affidavit, paragraph 6, plaintiff's Exhibit 11; Widmer deposition pp. 12-13, plaintiff's Exhibit 7. The limits on agency compliance monitoring are especially acute in areas, such as highway construction, where agency staff is limited and worker turnover rates are high. See Hardt deposition, plaintiff's Exhibit 13, pp. 10-11; Jackmond deposition, plaintiff's Exhibit 9, p.10; Rulien deposition, plaintiff's Exhibit 12, p. 18; Bartel deposition, plaintiff's Exhibit 10, pp. 13, 17-18, and 27.

More important, the Union's request was consistent with federal agency regulations and guidelines. See, plaintiff's Exhibit 9. Also, as previously mentioned, a variety of local agencies -- including Tri-Met, the City of Portland, and the Middle Fork Irrigation District -- have a assented to the release of similar information. See, Affidavit, plaintiff's Exhibit 11.

D. Plaintiff is Also Entitled to Recover Costs and Fees.

ORS 192.490(3) states:

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> If a person seeking the right to inspect or to receive a copy of a public record prevails in the suit, the person shall be awarded costs and disbursements and reasonable attorney fees at trial and on appeal. If the person prevails in part, the court may in its discretion award the person costs and disbursements and reasonable attorney fees at trial and on appeal, or an appropriate portion thereof.

ORS 192.490(3).

The State's post-litigation release of the records does not obviate the state's duty to pay fees and costs. Smith v. School District No. 45, 63 Or. App. at 693. The award of fees and costs to prevailing plaintiffs in OPRA litigation is essentially required. E.g., Pace Consultants, 297 Or. at 599.

Plaintiff was forced to institute this lawsuit to achieve any success, even to the extent of convincing the State to disclosure of certified payrolls, with social security numbers deleted, in the two projects involved. Moreover, plaintiff is seeking greater relief than the State is even now willing to agree he is entitled. Even assuming, however, that plaintiff fails to achieve his ultimate goal of a declaration that certified payrolls generally are subject to disclosure and even though he has withdrawn his initial request for social security numbers to be included, he will have prevailed with his immediate litigation objection, entitling him to an award of most of the fees incurred.

CONCLUSION

None of the exemptions claimed by the State bar release of

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the requested public records. Therefore, this Court should grant the plaintiff's cross-motion for summary judgment, deny the defendant's motion for summary judgment, and grant plaintiff's motion for attorney fees and costs.

GOLDBERG, MECHANIC & GOLDSTEIN

By Gene Mechanic
Gene Mechanic, OSB #77054
Of Attorneys for Plaintiff

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January 21, 1986

Ms. Jean Elfstrom
Circuit Court Clerk
Marion County Courthouse
148 High N.E.
Salem, Oregon 97301

Re: Motion for Summary Judgment
John Lund, et al v. State of Oregon
Case No. 85-1962

Dear Ms. Elfstrom:

This will confirm my request that the captioned matter be set over. It is presently scheduled for 9:30 a.m. on January 24, 1986. I am scheduled for a 12 day jury trial in the case of White Buffalo v. State, Case No. 148,890, commencing at 9:30 a.m. on January 23, 1986. In addition, plaintiff has filed a motion to amend its pleadings and just recently a cross motion for summary judgment to which I must respond. I am requesting that this motion be set over and rescheduled in due course.

I have informed Mr. Mechanic, who has no objection.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

cc: Gene Mechanic

9953

1-16-86

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor organization, Plaintiffs, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	NO. 85-1962 CERTIFICATE OF SERVICE BY MAIL

I hereby certify that I served the foregoing PLAINTIFF'S CROSS-MOTION FOR SUMMARY JUDGMENT AND AWARD OF ATTORNEY FEES on the following attorney on the 15 day of January, 1986, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney's last known address, and deposited in the post office at Portland, Oregon on said day:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
JUSTICE BUILDING
SALEM OR 97310

GENE MECHANIC

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

9953

1-15-86

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 AFFIDAVIT IN SUPPORT OF AWARD FOR ATTORNEY FEES

STATE OF OREGON)
) ss.
County of Multnomah)

I, GENE MECHANIC, being first duly sworn, do hereby depose and say as follows:

1. I am the attorney for plaintiff in the above case. I submit this affidavit in support of plaintiff's request for attorney's fees under the state's public record law.

2. I have kept accurate records of all time expended in this case on behalf of plaintiff. An accounting of this time is attached hereto (Ex. A). The time and services were necessary for the effective prosecution of this case.

3. Considering my experience and skill, I believe that a rate of $100 per hour is reasonable. I am 1972 graduate of the National Law Center, George Washington University in Washington, DC. I have been admitted to the bars of the state of New York (1973) and the state of Oregon (1977). I have also been admitted

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to practice in the United States District Courts for the Southern, Eastern and Western Districts of New York and the District of Oregon as well as the United State Courts of Appeals for the Second and Ninth Circuits. I am also duly admitted to the United States Supreme Court where I argued a case in December 1985. I was a Deputy Assistant Attorney General of New York (1973-74), special civil rights litigator for the New York Legal Aid Society (1974-77), and director of a state-wide legal service program in Salem, Oregon (1977-79).

4. I have been representing the Operating Engineers Local 701 since 1980. I now specialize in labor law and employee benefits. I have been a member of the Advisory Board to the AFL-CIO and have lectured extensively in the area of labor relations. I have also been an adjunct professor at the University of Oregon, Portland State University and Lewis and Clark Northwestern School of Law.

5. Based upon the number of hours devoted to the case here and the $100 hourly rate, I hereby request a reasonable attorney fee in the amount of $6,360.00.

Gene Mechanic

Gene Mechanic

SUBSCRIBED AND SWORN to before me this 15th day of January, 1986.

Teresa C. Platts

Notary Public for Oregon
My Commission Expires: April 24, 1987

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
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EXHIBIT A

Date	Description	Hours
06/27/85	Client consultation; review of Attorney General opinion on release of certified payrolls; legal research	4.3
06/28/85	Legal research on federal Davis-Bacon; Freedom of Information Action; state prevailing wage law; state public records disclosure law	5.7
07/05/85	Legal research; review of letter from client to records custodian	3.9
07/29/85	Drafting of petition to review denial of right to inspect; discussions with Tri-Met and City of Portland regarding certified payrolls	2.3
08/09/85	Review of Attorney General order denying disclosure; client consultation; drafting of summons and complaint	2.5
09/05/85	Drafting of client affidavit	1.1
09/19/85	Receipt and review of state answer	.7
09/20/85	Review of FHWA regulations; discussions with regional office of FHWA	1.7
10/09/85	Telephone conversation with Attorney General regarding depositions	.2
10/10/85	Drafting of notice of depositions and request for production of documents	.8
10/23/85	Preparation for depositions	1.5
10/24/85	Depositions in Salem, with preparation	4.5
10/30/85	Letter to Attorney General	.1
11/04/85	Receipt and review of state's motion for summary judgment	.7
11/06/85	Review of documents received; preparation for depositions in Salem; drafting of motion regarding extension	2.1
11/07/85	Depositions in Salem	3.9
11/11/85	Preparation for deposition of project manager	.6
11/12/85	Deposition of project manager in Portland	.8

11/29/85	Drafting of amended complaint and supplemental petition to review denial of right to inspect public records	1.7
12/04/85	Finalize draft of amended complaint and petition; mail petition; letter to court on scheduling	.4
12/16/85	Receipt of Department of Justice order on supplemental petition; redrafting of amended complaint; discussion with Assistant Attorney General	.8
12/17/85	Filing of amended complaint; drafting and filing of motion for extension of time	1.3
12/23/85	Review of deposition transcripts; drafting of papers for cross-motion for summary judgment	2.8
01/07/86	Continue drafting of cross-motion for summary judgment and supporting papers; organization of exhibits	5.6
01/08/86	Continue drafting of motion and supporting papers	3.5
01/09/86	Research and drafting of papers in support of award of attorney fees	2.7
01/13/86	Review and redrafting of summary judgment papers.	3.1
01/14/86	Review and final draft of summary judgment papers.	.8
01/15/86	Filing and serving of summary judgment papers.	3.5
	TOTAL HOURS	63.60

9953 12-75

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 FIRST AMENDED COMPLAINT UNDER PUBLIC RECORDS LAW FOR DECLARATORY AND INJUNCTIVE RELIEF

Plaintiff alleges:

1

This action is brought pursuant to ORS 192.450. Plaintiff seeks disclosure of public records within the custody of defendant.

2

At all times material hereto, plaintiff John Lund was a Field Supervisor for the International Union of Operating Engineers Local No. 701 AFL-CIO, a labor organization operating within the state of Oregon.

3

Through its Highway Division, defendant undertakes and is responsible for the construction and maintenance of state highways within the state of Oregon. Defendant also undertakes responsibility for construction and maintenance of certain portions of the National Defense Highway system (interstate) and

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the United States Highway system under grants and cooperative agreements with the United States Department of Transportion Federal Highway Administration (FHWA).

4

Defendant is currently proceeding with two construction projects, amongst others, under the Federal Aid to Highway grant program, known as Beaverton-Tigard Interchange (contract no. 9865) and Sunset/Pacific Highway Project (contract no. 9953). The hourly rate of wage to be paid by the contractors and subcontractors on these projects must be not less than the prevailing rate of wage for the same trade or occupation as determined by the United States Secretary of Labor, in accordance with the Davis-Bacon Act (40 USC Section 276a).

5

Under their respective contracts with defendant, the prime contractors on the Beaverton-Tigard Interchange and Sunset-Pacific Highway projects must submit weekly a copy of all payrolls to the State Highway Division resident engineer, which shall be accompanied by a statement signed by the employer or its agent indicating that the payrolls are correct and complete, that the wage rates contained therein are not less than those determined by the Secretary of Labor and that the classification set forth for each laborer or mechanic conform with the work he or she performed. This requirement is met by the contractor's submission of a weekly certification of compliance and completed U.S. Department of Labor form WH-347 or another form with iden-

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tical wording. In essence, the form provides a list of employees with their addresses, social security numbers, job classifications, hours worked each day, hourly rate, gross pay and deductions.

6

By letter dated July 12, 1985, plaintiff requested that defendant provide plaintiff with copies of the following records (a copy of said letter is attached hereto as Exhibit "A" and is incorporated herein).

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53.

7

Plaintiff's letter requested that the records be provided no later than July 19, 1985 by producing copies at plaintiff's office. Defendant did not respond to plaintiff's letter.

8

On July 29, 1985, plaintiff forwarded a "Petition to Review Denial of Right to Inspect Public Records" to the Attorney General (a copy of this petition is attached hereto as Exhibit "B" and is incorporated herein). The petition was received by

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the Attorney General's office on July 30, 1985. On August 6, 1985 the Attorney General issued an order denying the petition, on the ground that the records requested were exempted from disclosure under the state prevailing wage law (a copy of which is attached hereto as Exhibit "C" and is incorporated herein).

9

On December 4, 1985, plaintiff forwarded a supplemental "Petition to Review Denial of Right to Inspect Public Records" to the Attorney General (a copy of the supplemental petition is attached hereto as Exhibit D and is incorporated herein). This supplemental petition specifically referred to information received from the Attorney General after commencement of this lawsuit that the certified payrolls at issue involve federal aid highway projects and are maintained by defendant as required by the federal Davis-Bacon Act, not the state prevailing wage law.

10

On December 13, 1985, the Attorney General responded to plaintiff's supplemental petition, agreeing that plaintiff is entitled to the requested records, other than release of social security numbers for the employees involved (a copy of this response is attached hereto as Exhibit E and is incorporated herein).

11

Plaintiff realleges paragraphs "1" through "10" above. Defendant's failure to provide plaintiff with copies of the

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above-mentioned public records or to allow plaintiff to inspect and copy said records violated ORS 192.420, 192.430 and 192.440 and entitles plaintiff to declaratory and injunctive relief. Although defendant has now agreed that plaintiff is entitled to the requested records, with the social security numbers deleted, it is not willing to enter into a judgment to that effect. Defendant is also unwilling to reimburse plaintiff for costs and attorney fees reasonably incurred in pursuing this litigation.

WHEREFORE, plaintiff prays for the following:

1. That a judgment issue in favor of plaintiff and against defendant declaring that defendant's actions violated ORS 192.420, 192.430 and 192.440;

2. That an injunction issue requiring defendant to provide plaintiff with copies of the requested public records;

3. That plaintiff be awarded its costs, disbursements and reasonable attorney fees;

4. That the court issue any other relief which it deems to be just and proper.

GOLDBERG, MECHANIC & GOLDSTEIN

By _____
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

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Portland, Oregon 97205
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9953

1-17-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 MOTION TO FILE AN AMENDED COMPLAINT

Pursuant to Oregon Rules of Civil Procedure 47, plaintiff hereby moves the court for an order permitting him to file the attached First Amended Complaint. This motion is based upon the attached affidavit of Gene Mechanic submitted herewith.

Respectfully submitted,

GOLDBERG, MECHANIC & GOLDSTEIN

By Gen B. Mechanic
Gene Mechanic, OSB #77054
Of Attorneys for Plaintiff

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
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IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, GENE MECHANIC, being first duly sworn do hereby depose and say:

1. I am an attorney duly admitted to practice before this court and represent the plaintiff herein. I submit this affidavit in support of plaintiff's motion for an order permitting him to file a First Amended Complaint.

2. This action is brought pursuant to the state public records law. Plaintiff seeks disclosure of weekly payroll statements for two federal-aid highway projects currently being undertaken by defendant (Beaverton-Tigard Interchange and Sunset-Pacific Highway projects). Under 29 CFR Part 23 and the contracts between defendant and the prime contractors for each project, the prime contractors must provide defendant with a certification that the prevailing wages for federal aid highway

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projects, as determined by the U.S. Secretary of Labor, are being met. The contractor must also provide defendant with a payroll statement showing the names of each employee and their social security numbers, addresses, job classifications, hours worked and wages paid.

3. Plaintiff filed the complaint in this case based upon the understanding obtained from the State Attorney General's Office that these two projects were state public work projects, not federal-aid highway projects. In 1983, the Attorney General denied a request from my office for certified payrolls on a project similar to the two involved in this case, stating that these wage certifications were furnished to the Department of Transporation as required by the State prevailing wage law, ORS 279.350. The Attorney General then concluded that the state prevailing wage law exempts public disclosure of certified payrolls.

4. Correctly anticipating this same reasoning, the petition to the Attorney General seeking certified payrolls on the two projects at issue here presented a short statement challenging the position that the state prevailing wage law prohibits disclosure. In rejecting plaintiff's petition, the Attorney General did, in fact, indicate that the records requested were maintained pursuant to state prevailing wage law (First Amended Complaint Exhibit C).

5. After plaintiff was forced to file this lawsuit to obtain the records, defendant then notified plaintiff that the

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projects for which the records were requested were not state public work projects but, rather, federal-aid highway projects. After proceeding through discovery, plaintiff confirmed the accuracy of defendant's belated information that the records were maintained pursuant to the federal Davis-Bacon Act.

6. Plaintiff submitted a supplemental petition to the Attorney General stating that these records are maintained under the federal Davis-Bacon Act, with the hope that the defendant would decide, upon reflection, that its refusal to supply the records was improper (First Amended Complaint, Exhibit D).

7. In a response dated December 13, 1985, the Attorney General agreed that plaintiff was entitled to the records requested, with the deletion of the employees' social security numbers (First Amended Complaint, Exhibit E). Plaintiff seeks to file a First Amended Complaint to reflect the correct source of the records, as defendant has admitted since this lawsuit was filed. The amended complaint also sets forth the pertinent events which have resulted in a change of position on the part of defendant.

8. The recent developments have not affected plaintiff's right to a declaratory judgment that defendant's refusal to provide the records violates state public records law. Defendant should have given plaintiff accurate information on the source of the records from the start. In any event, defendant has always had possession of the certified payrolls as initially requested

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by plaintiff. Even now, defendant has improperly refused to supply plaintiff with the social security numbers of the employees who are listed on the certified payrolls. Moreover, plaintiff is entitled to costs and attorney's fees for its efforts in pursuing this litigation.

Gene Mechanic

SUBSCRIBED AND SWORN to before me this 17th day of December, 1985.

Teresa C. Stotts
Notary Public for Oregon
My Commission Expires: 4/24/89

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
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CERTIFICATE OF MAILING

I hereby certify that I served the foregoing MOTION TO FILE AN AMENDED COMPLAINT and AFFIDAVIT on the following attorney on the 17 day of December, 1985, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, and deposited in the post office at Portland, Oregon, on said day:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

GOLDBERG, MECHANIC & MECHANIC

By Gene B. Mechanic
GENE B. MECHANIC, OSB # 77054
Of Attorneys for Plaintiff

RECEIVED
DEC 18 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9953

12-17-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 MOTION FOR EXTENSION OF TIME

Plaintiff hereby moves the court for an order extending the time by which he must respond to defendant's motion for summary judgment until January 17, 1986. A hearing on said motion is now scheduled for January 24, 1986.

This motion is based upon the attached affidavit of Gene Mechanic, attorney for plaintiff, and is not opposed by Assistant Attorney General William F. Cloran, attorney for defendant.

Respectfully submitted,

GOLDBERG, MECHANIC & GOLDSTEIN

By Gene B. Mechanic
Gene Mechanic, OSB #77054
Of Attorneys for Plaintiff

IT IS SO ORDERED:

_____
Circuit Court Judge

GOLDBERG, MECHANIC & GOLDSTEIN
Attorneys at Law
200 Alder Park Building
808 S. W. Alder Street
Portland, Oregon 97205
Telephone (503) 224-2372

RECEIVED
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TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, GENE MECHANIC, being first duly sworn do hereby depose and say:

1. I am an attorney duly admitted to practice before this court and represent the plaintiff herein. I submit this affidavit in support of a motion extending the time by which plaintiff must respond to defendant's motion for summary judgment from December 20, 1985 until January 17, 1986. This is plaintiff's second request for an extension of time.

2. A hearing on the motion for summary judgment is now scheduled for January 24, 1986. However, the parties are discussing a settlement of the lawsuit. Based upon recent developments, the issues in dispute have narrowed and the parties are now attempting to determine whether all the issues raised by this proceeding can be resolved without the necessity of a

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DEC 13 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

hearing.

3. I have discussed this request for an extension with Assistant Attorney General William F. Cloran, attorney for defendant. He does not oppose the motion.

Gene B. Mechanic
Gene Mechanic

SUBSCRIBED AND SWORN to before me this 17th day of December, 1985.

Notary Public for Oregon
My Commission Expires: 7-22-88

GOLDBERG, MECHANIC & GOLDSTEIN
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808 S. W. Alder Street
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DEC 18 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing MOTION AND FOR EXTENSION OF TIME and AFFIDAVIT on the following attorney on the 17 day of December, 1985, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, and deposited in the post office at Portland, Oregon, on said day:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

GOLDBERG, MECHANIC & MECHANIC

By Gene B. Mechanic
GENE B. MECHANIC, OSB # 77054
Of Attorneys for Plaintiff

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DEC 13 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9953

GOLDBERG, MECHANIC & GOLDSTEIN
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN *

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND WASHINGTON BARS

December 17, 1985

Mr. William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, OR 97310

RE: John Lund v. The State of Oregon, Department of Transportation
Marion County No. 85-1962

Dear Bill:

I am enclosing plaintiff's Motion for Extension of Time and Motion to File an Amended Complaint. I am hopeful that any remaining issues can be resolved without the need for a court hearing. However, I was ready to file a First Amended Complaint when I received your recent response to our supplemental petition and believe that the case should be resolved with a clear record on the events which have occurred since the lawsuit was filed. Of course, if we cannot reach agreement we will need to have the court determine the issues which are raised in the First Amended Complaint and set forth in my affidavit.

I will be talking to my clients about their willingness to accept the records without social security numbers and to resolve this lawsuit without reimbursement for costs and fees.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
Enclosures
cc: Dean Wear (w/encl.)
Charles Walling (w/encl.)

RECEIVED
DEC 18 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9953

N

December 16, 1985

LEG

Copy
#9865

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
808 SW Alder Street
Portland, Oregon 97205

Don Arnold, Special Counsel
to the Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Public Records Request

As directed by Attorney General order dated December 13, 1985, and by a copy of this letter to Al Harwood, Region 1 Operations Engineer, I am asking Mr. Harwood to gather the requested wage certifications and transmit them directly to Mr. Mechanic.

In compliance with the Attorney General order, the social security numbers of employees will be deleted.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

WES:sl

cc Jack Sollis
Bill Cloran
Al Harwood w/att.

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December 13, 1985

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
808 SW Alder Street
Portland, Oregon 97205

NOTED
W. E. SCHWARTZ

RECEIVED
DEC 16 '85
REFER TO
FOR

Pat Schwartz
Assistant State Highway Engineer
Transportation Building
Salem, Oregon 97310

Re: Public Records Request

Dear Mr. Mechanic and Mr. Schwartz:

This constitutes the order of the Attorney General in response to a petition filed by Mr. Mechanic under the Public Records Law, received in this office on December 5, 1985. The petition seeks an order requiring the Department of Transportation to produce copies of the following records:

> "1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked (sic) on the Beaverton-Tigard interchange, contract number 98-65.
>
> "2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53."

In an order dated August 6, 1985, we denied a request seeking identical information based upon our understanding that the wage information sought related to public works contracts subject to ORS 279.348 to 279.365, Oregon's prevailing wage rate law. We based our order on a conclusion that the information sought was confidential under ORS 279.355(3) and 279.359(3), even though the records were in the possession of the Oregon Department of Transportation rather than the Commissioner of the

Bureau of Labor. We also found that the information sought was confidential under ORS 192.500(2)(b), the personal privacy exception, based upon a conclusion that the cited statutes from ORS ch 279 evidenced a legislative determination that wage information of private employes is private in nature.

We are now informed that the wage information in question is related to contracts regulated under the Davis-Bacon Act (40 USC 276a), and is therefore exempt from ORS 279.348 to 279.365 under ORS 279.357. The confidentiality provisions of ORS 279.355(3) and 279.359(3) therefore do not apply to information which is the subject of this request.

With limited exceptions, we also conclude that the wage information sought is not confidential under ORS 192.500(2)(b), the personal privacy exception. The information sought consists of names, addresses, social security numbers and wage information for employes of the contractors on certain projects. We have no problem in saying that disclosure of the names and addresses of the employes is not an unreasonable invasion of their privacy. See e.g., Kotalski v. Mt. Hood Communtiy College, 82 Or App 452, ___ P2d ___ (1982); Morrison v. Sch. Dist. No. 48, 53 Or App 148, 631 P2d 785 (1981). With regard to wage information for these employes, we note that the wage information is for work on a specific project only, and will not reveal the employes' total income from all sources or projects. We agree with the federal court's reasoning on this point in International Brotherhood of Electrical Workers Local 41, et al v. United States Department of Housing and Urban Development, et al, 593 F. Supp. 542 (D.D.C. 1984). We note also that wage information is generally available for any public employe, and that this is not seen as an unreasonable invasion of those employes' privacy rights. Under the circumstances, we believe that the limited wage information being sought here does not unreasonably invade the privacy rights of these private employes.

We believe that release of social security numbers for these employes would be an unreasonable invasion of their privacy. Social security numbers have been held to be privileged from disclosure under the Federal Privacy Act, 5 USC Sec 552(b)(6). See Swisher v. Dept. of the Air Force, 495 F. Supp. 337 (1980), affd. 660 F2d 369 (1981). Records confidential under federal law are also exempt from disclosure under the Oregon public records law. ORS 192.500(2)(g).

Accordingly, we order that the Department of Transportation release the records subject to this request, with the employes' social security numbers deleted.

This order may be appealed to the circuit court by either the petitioner or the Department of Transportation pursuant to ORS 192.450.

Yours very truly,

DONALD C. ARNOLD
Special Counsel to the
Attorney General

DCA:cm
cc: Jack Sollis, Assistant Attorney General
William Cloran, Assistant Attorney General

GOLDBERG, MECHANIC & GOLDSTEIN
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN *

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* MEMBER OREGON AND WASHINGTON BARS

December 4, 1985

Mr. Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, OR 97310

CERTIFIED MAIL
No. P 541 101 005

RE: Supplemental Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450

Dear Mr. Frohnmayer:

Enclosed herewith please find a Second Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450.

Thank you.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
cc: William F. Cloran, Assitant Attorney General (w/encl.)

RECEIVED
DEC 5 1985
ATTORNEY GENERAL
SALEM, OREGON

SUPPLEMENTAL PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORDS UNDER ORS 192.450

The International Union of Operating Enginers Local 701 hereby requests that the Attorney General of the State of Oregon to order the Oregon Department of Transportation and its employees to produce certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers of employees of Roadway Constructors, Inc., for work performed on the Sunset-Pacific Highway project, contract number 99-53.

Copies of these records were requested by John Lund, Field Supervisor for the International Union of Operating Engineers Local 701, by letter dated July 12, 1985, to the Records Custodian, Oregon Department of Transportation, Transportation Building, Salem, Oregon, 97310 (copy attached). Mr. Lund asked that the records be provided by no later than July 19, 1985 by producing copies at the Union office. The Oregon Department of Transportation has not responded to Mr. Lund's letter.

There is no legitimate basis for denying Mr. Lund's request. He is seeking wage certifications which the above general

contractors must file with the Oregon Department of Transportation's Highway Division, in accordance with the federal Davis-Bacon Act and the rules, regulations and policies of the Federal Highway Administration.

As support for disclosure, we refer you to International Brotherhood of Electrical Workers Local 41 v. U.S. Department of Housing and Urban Development, 593 F. Supp. 542 (D. D.C. 1984), affirmed ____ F.2d _____ (D.C. Cir. 42685 No. 84-5610); Kotalski v. Mt. Hood Community College, 82 Or App 452 (1983); Morrison v. School District No. 48, 53 Or App 148 (1981).

Respectfully submitted,

Gene B. Mechanic

Gene Mechanic
Attorney for International Union
of Operating Engineers Local 701

9753

Don Arnold
Special Counsel

December 11, 1985

William F. Cloran
Trial Division

Lund v. State (Request for Wage Rate Records)
Marion County Circuit Court Case No. 85-1962

1. Introduction

This memorandum is prepared pursuant to our conversation of Tuesday, December 10, 1985. The International Union of Operating Engineers has filed an amended petition seeking release of Davis-Bacon Act wage rate certifications and payrolls filed with the Oregon State Highway Division. The initial petition sought records kept pursuant to ORS 279.354 et seq. and was denied prompting Mr. Lund to file suit in the Circuit Court for Marion County. I am handling the matter as trial counsel. Copies of the pleadings are attached as Exhibits A and B.

The two jobs for which records are sought are over 90% funded with federal money. No wage rate records are kept pursuant to state statute on the job. Wage rate records are kept pursuant to the Davis-Bacon Act, 40 USC 276(a). A motion for summary judgment has been filed on the basis of nonexistence of the records requested in the petition. Copy of the motion is attached as Exhibit C. Mr. Mechanic's revised petition appears to be an attempt to counter the summary judgment motion.

2. Facts Developed to Date

In addition to responding to requests for production of documents, the five depositions have been taken in the case. Those deposed include Fred Miller, Director of the Department of Transportation; Larry Rulien, State Highway Engineer; O. B. Jackmond, Construction Claims Section; John Widmer, Labor Compliance in the Minority Business Enterprise Office, Highway Division; and Mr. Walt Bartell, Project Manager, Sunset-Pacific Highway section project.

In the course of discovery, Mr. Widmer revealed that it has been a longstanding departmental policy to permit representatives of the union pension funds to review the payrolls on all state projects. The investigation is conducted under the authority of a letter of authorization issued to each pension fund representative. Review is not limited to those jobs on which union members are employed. However, the fund representative is not permitted to make photocopies of the payrolls nor to remove them from the construction job office. Handwritten notes are permitted.

3. Applicable Law

At the time of denial of the union's initial petition, both the union and the special counsel were under the impression that the wage rate records kept on the jobs were maintained pursuant to ORS 279.354 et seq. Subsequent inquiry has revealed that such is not the case. A requirement for similar records appears in 40 USC 276(a) which is applicable to the projects in question. In order to insure enforcement of federal labor standards on federally funded construction, a regulatory scheme found in 29 CFR part 5 and 29 CFR part 70 has been developed. Overall responsibility for enforcement is placed in the Federal Department of Labor. Responsibility for receipt, review of payrolls, authorization of apprenticeship and trainee programs, monitoring, and job level enforcement is delegated to the agency receiving the federal grant. The regulations and operating policies of the Oregon State Department of Transportation redelegate this responsibility to Mr. Widmer's office and to the various project offices. The State is required to surrender the records maintained to the Department of Labor upon request (rare) and is obliged to maintain the records for a minimum of three years after the completion of the project regardless of state documentation requirements. Concerning access to such records, the Federal Aid Highway Program Manual transmittal 304 dated July 2, 1979 states:

> "The State or third party should not limit access to federal aid highway records on the basis of this directive. Federal aid highway records need be kept confidential only when FHWA can demonstrate such records must be kept confidential and would be exempt from disclosure under the Freedom of Information Act (5 USC 552) if the records were FHWA records."

Considerable litigation has been had on the subject of the release of information maintained under the Davis-Bacon Act. These cases include Ritchey Paving Inc. v. Kansas Department of Transportation, 654 P2d 440 (1982); Georgia Building and Trades Council v. U.S. Department of Transportation, 399 F Supp 58 (1975 ND Ga); North Georgia Building and Construction Council v. Goldschmidt, 621 F2d 697 ( ); and Virginia v. Marshall, 599 F2d 588 (1979 CA Va).

The case most closely in point to the one before the Marion County Circuit Court was decided by the Court of Appeals of the State of Washington in 1982. It is the case of Laborers International Union of North America Local 347 v. The City of Aberdeen, 31 Wash App 445, 642 P2d 418 (1982). That case involved request for Davis-Bacon Act wage rates maintained on an Environmental Protection Agency funded sewer grant job constructed by the City of Aberdeen. The Washington court held that the local governmental body administering the contract was not a law enforcement agency enforcing the federal law pursuant to the Davis-Bacon Act and applied a standard of whether disclosure on balance would be "offensive to a reasonable person." The case was decided against the City and the records released. This was contrary to the finding of the District Court of Alaska in the case of Anchorage Building Trades Council v. Department of Housing and Urban Development, 364 F Supp 1236 (1974 DC Alaska). In the Alaska case, an active enforcement action was going on. This case involved a federally funded housing and urban development grant project. In the case at bar, enforcement action is contemplated because of perceived violations. An active civil RICO case against some contractors is being pursued.

Outside of the region, the issue has been recently considered by the Federal District Court for the District of Columbia in International Brotherhood of Electrical Workers Local 41 v. United States Department of Housing and Urban Development, Civil Action No. 83-2997. A copy of the memorandum of that opinion is attached since it seems to represent the most cogent analysis available applying the standards of the Freedom of Information and Privacy Acts to federal Davis-Bacon Act wage rate matters. The federal courts are not consistent as to what must be revealed. Virtually all federal courts with the exception of the Alaska District Court agree that the classification and wages paid must be revealed. Washington state courts and most recent federal court opinion supports release of the employe names. Release of employe social security numbers and addresses are unclear. Some decisions permit release of the record in toto and some permit deletions.

It should be borne in mind that in the case at bar, all records have been previously shown to union pension fund representatives other than Mr. Lund. This may in fact constitute a violation of the federal Privacy Act. More inquiry would be needed to determine if that is the case.

4. Summary and Recommendation

It is my recommendation that the documents requested be released, but that social security numbers and addresses be deleted. Jack Sollis concurs.

WFC/jep

Attachments

SERIES TITLE:

Construction Contracts

LAST RECORD
IDENTIFICATION:

9953 #2 (1985)

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

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Roll Number 256

Customer Name ODOT

Classification Construction Contracts

Starting File 9936 (1985)

Ending File 9958 #2 (1985)

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

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Camera Operator Deanna Olsen

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256

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OF

ROLL